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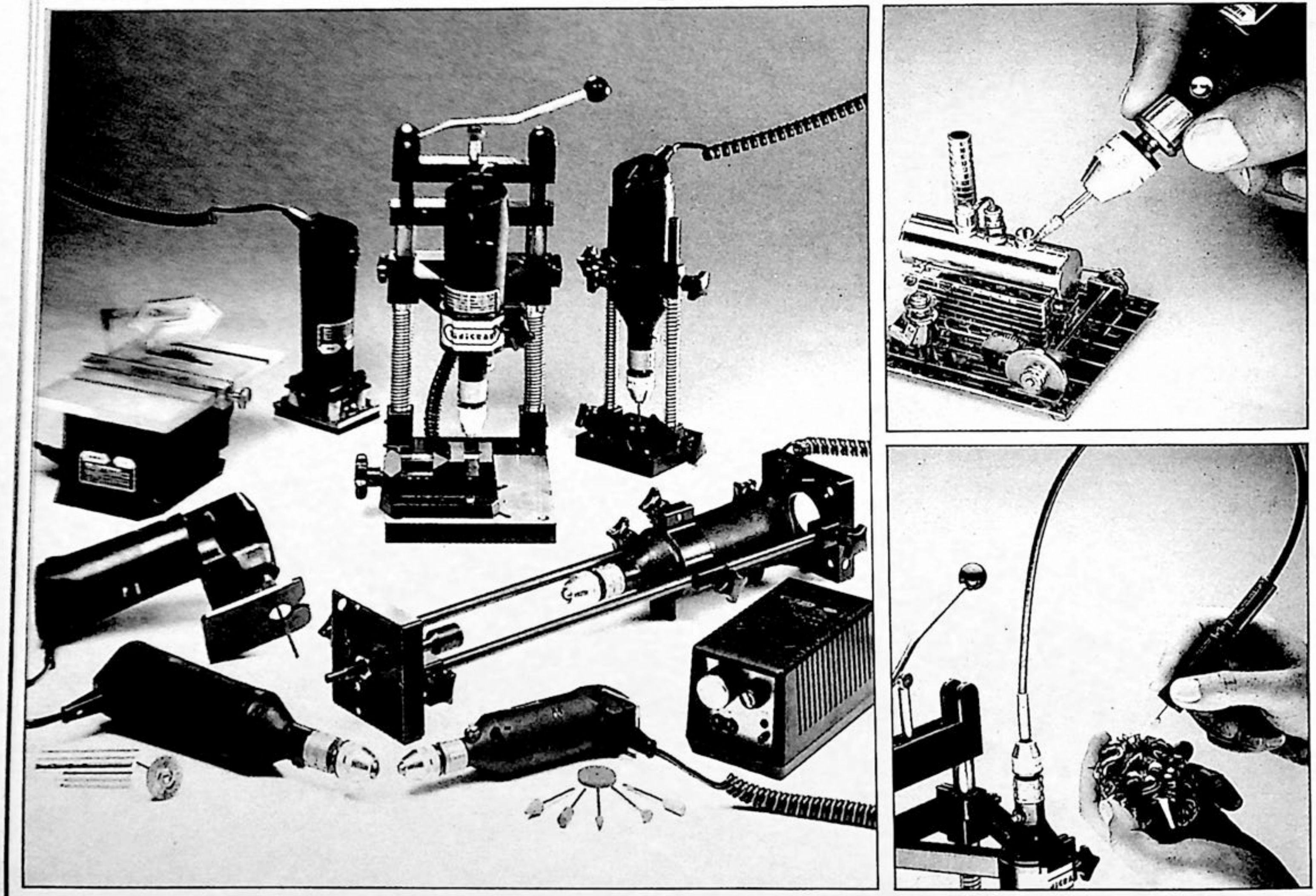

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MODEL BOATS

December 1984
Volume 34
No. 406

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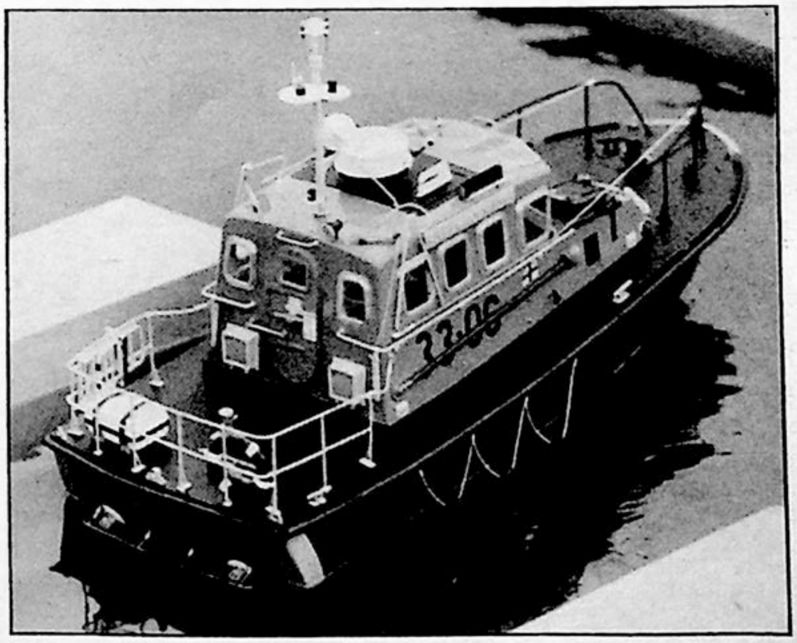

A 1in. to 1ft Brede Class Lifeboat RNLB Caroline Finch *by J. C. Pettitt of Bournville Model Yacht and Power Boat Club at the Southport Lifeboat Rally. Report on page 676.* Photo by Reg Hartley.

BOATS
Clyde Puffer
North Light
reviewed

Cover
The exceptional Calder Craft Clyde Puffer kit *North Light*, renamed by the reviewer Ray Rimell is this month's cover subject, photographed at Kingfisher Club water by Ray Brigden.

Correspondence anticipating a reply must be accompanied by a stamped, self-addressed envelope or equivalent. Forthcoming events should be notified at least seven weeks before publication date and are included as space permits. Prospective contributors are invited to send a self-addressed, stamped envelope for copy of our 'Model Boats Guide to Contributors.'

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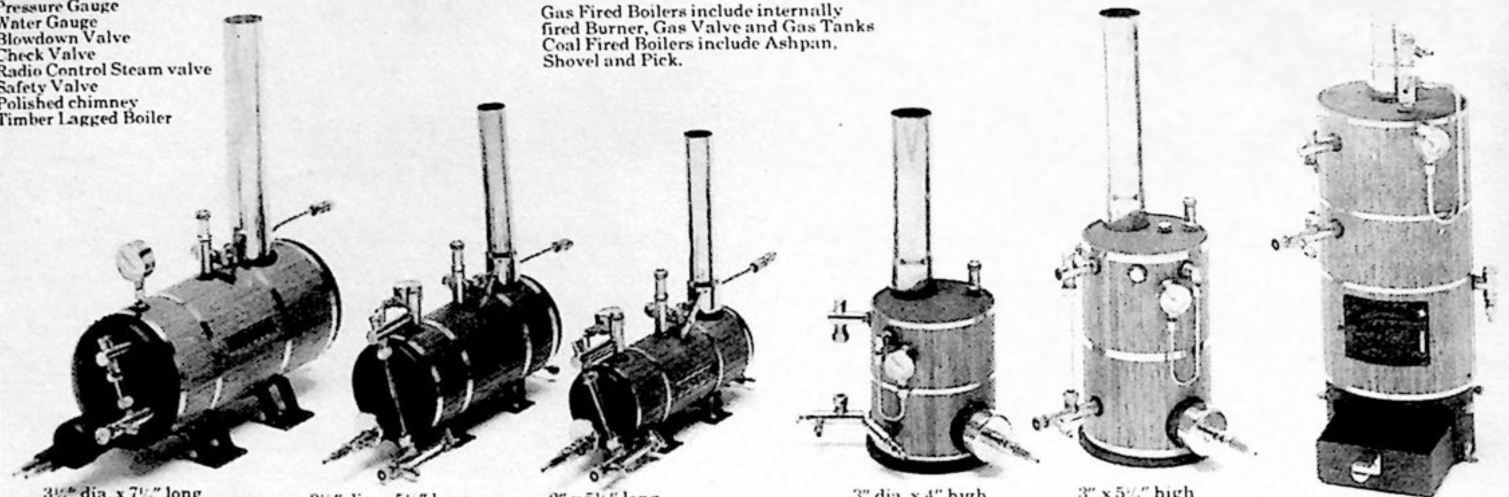

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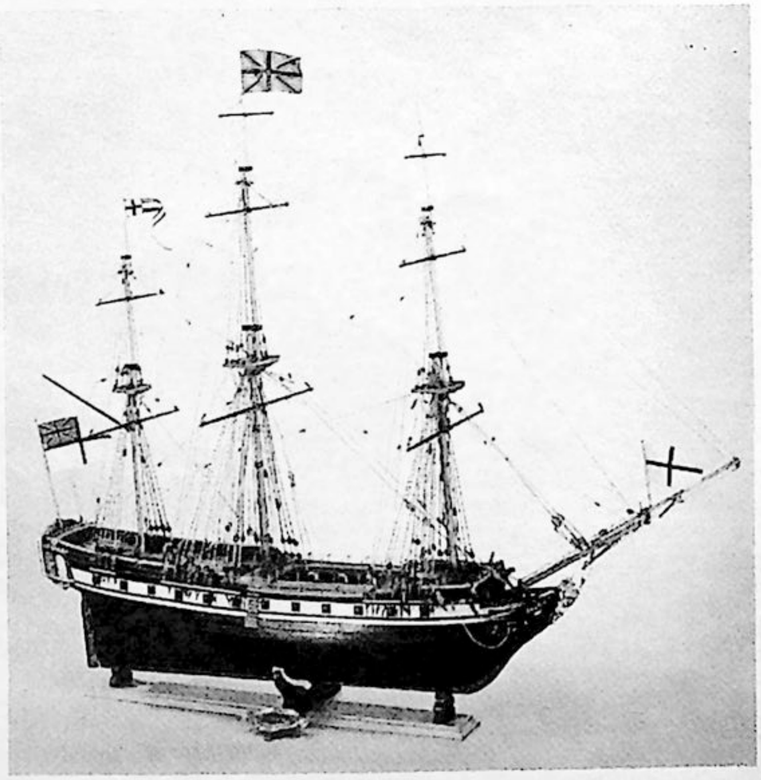

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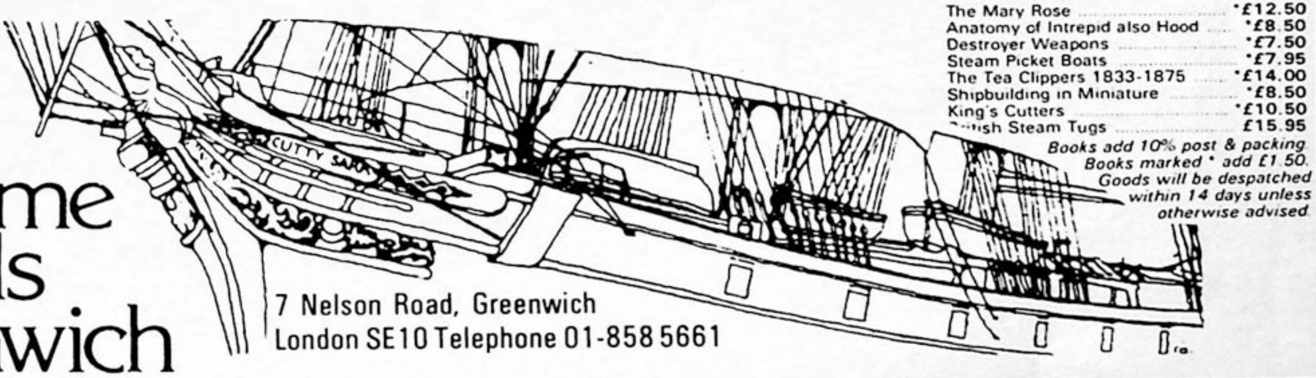

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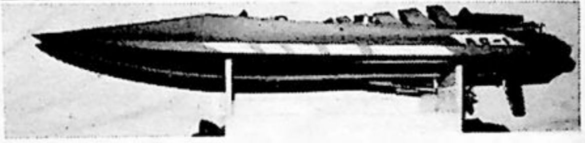

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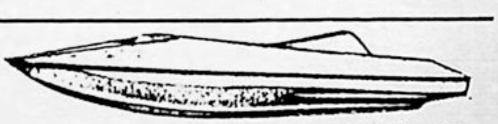

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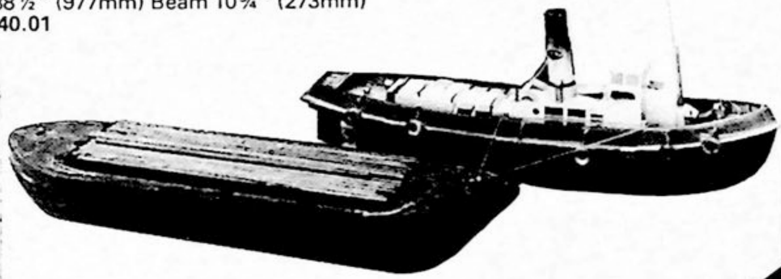

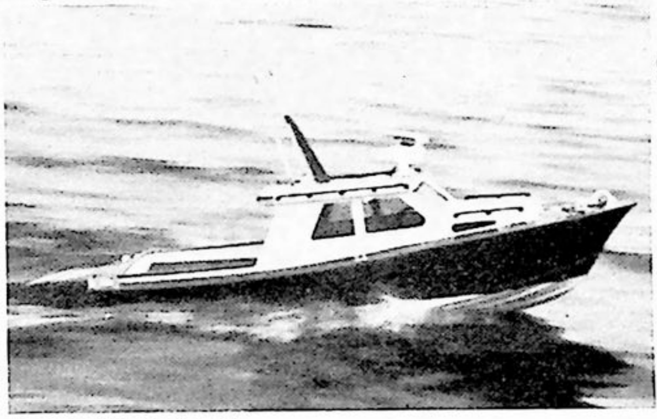

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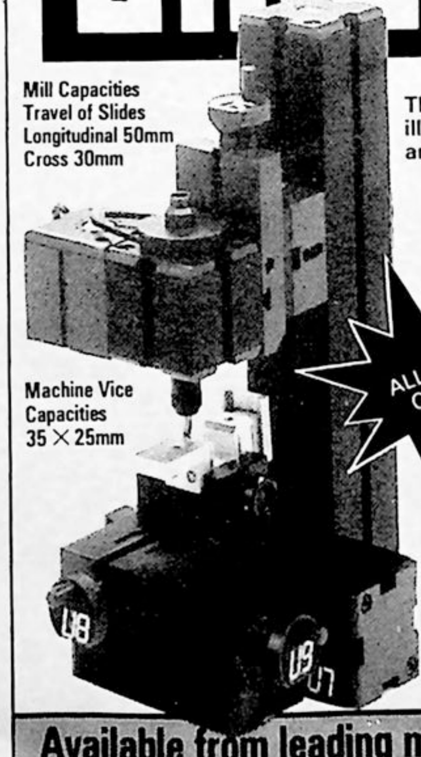

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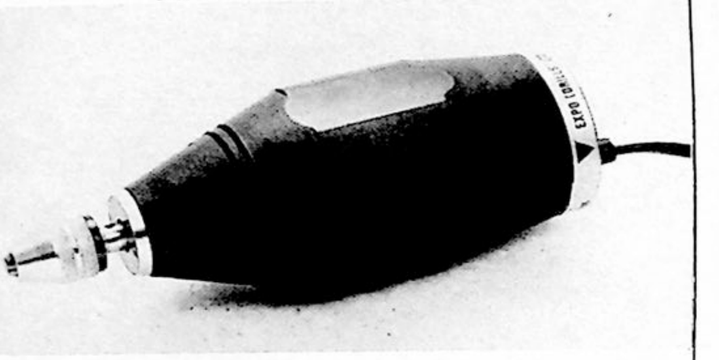

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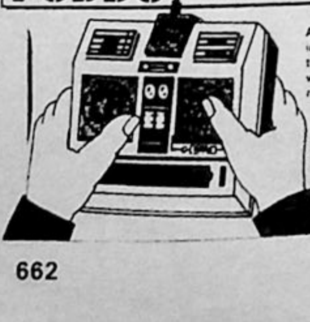

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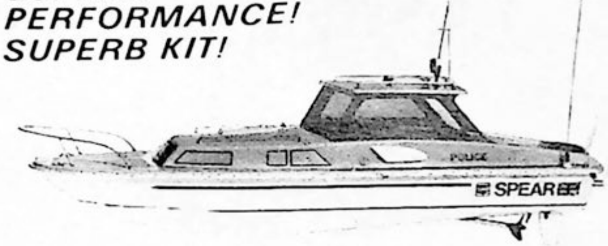

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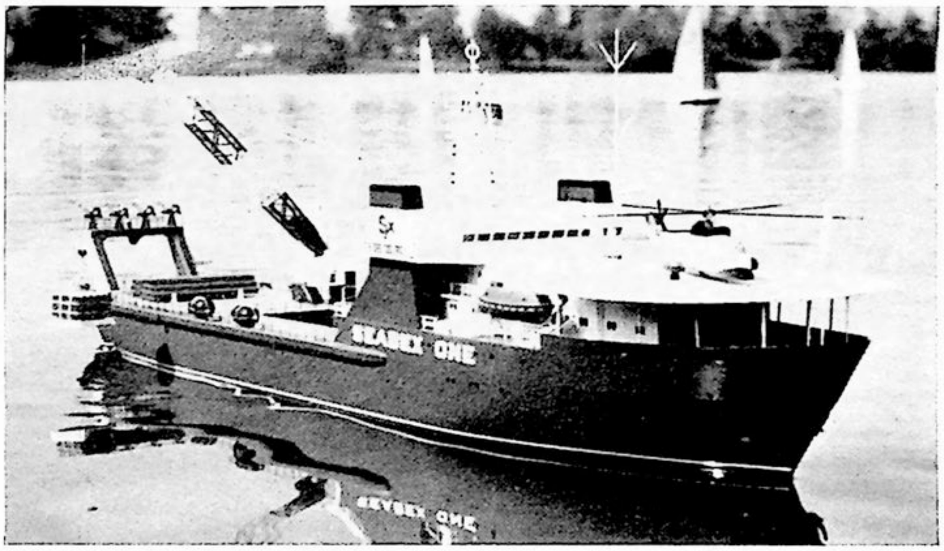

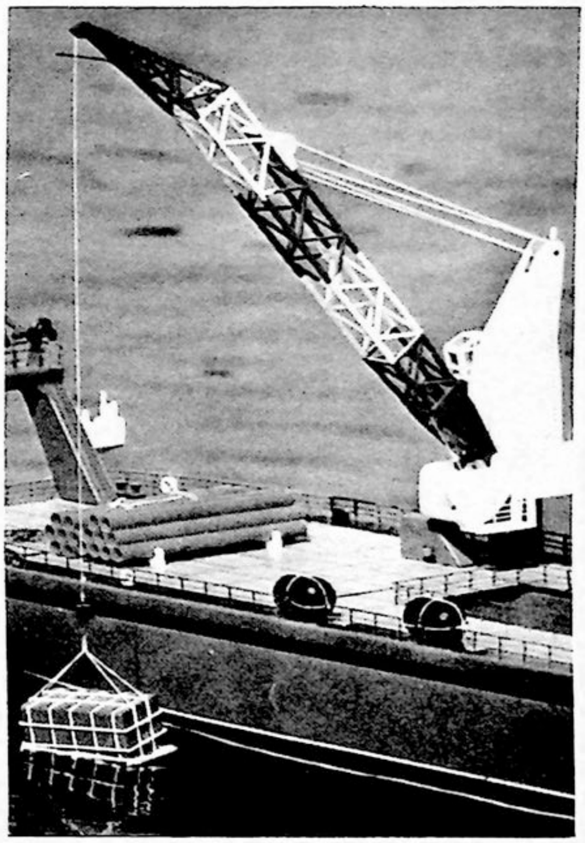

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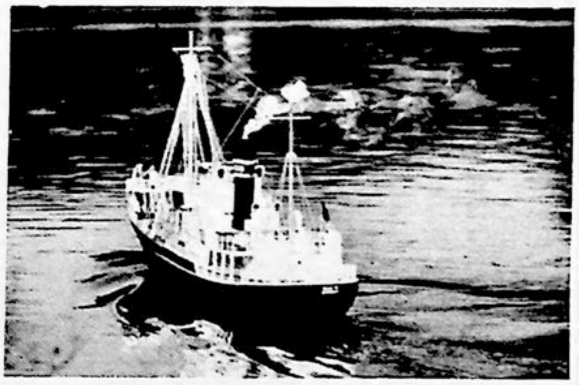

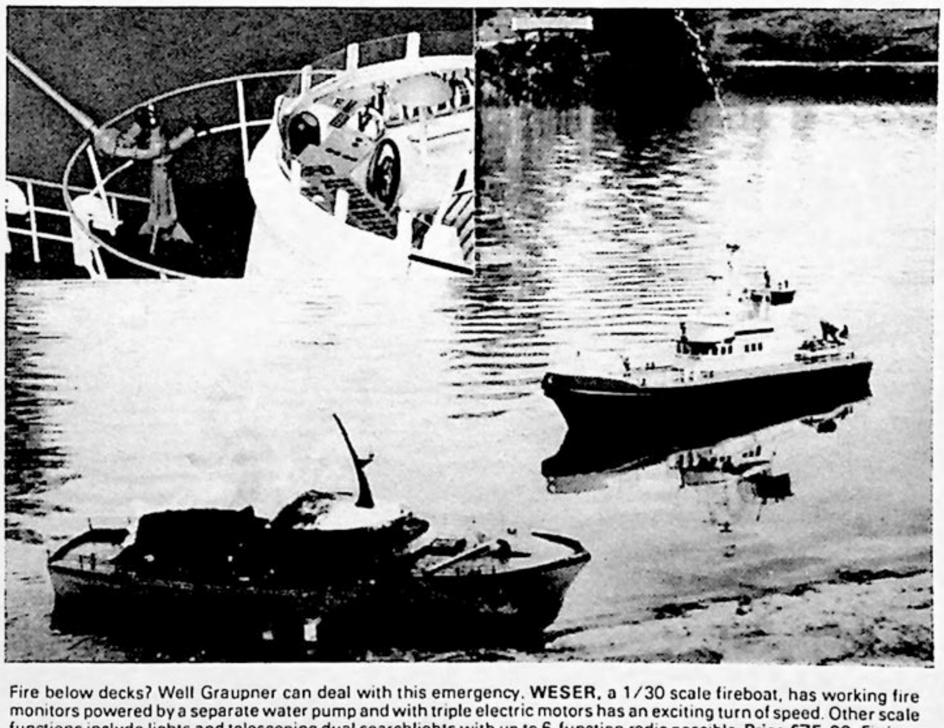

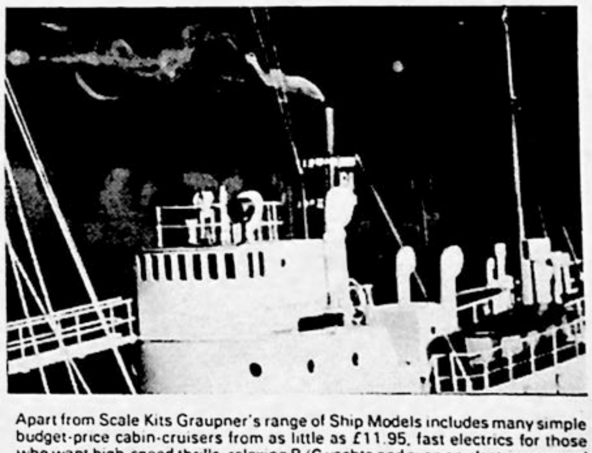

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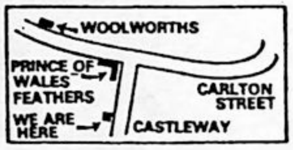

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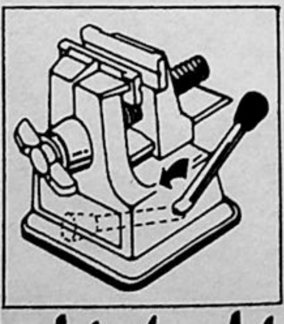

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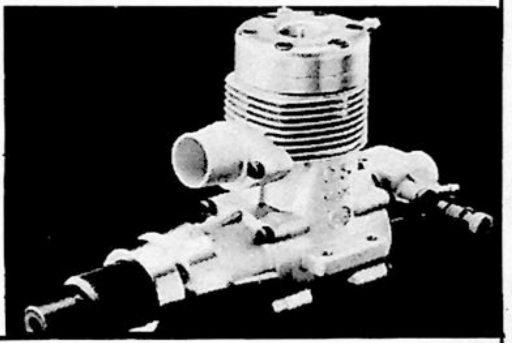

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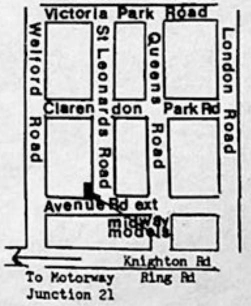

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All Points

The latest news and your letters

Society and Club News

Club of the month South Shields Model Yacht Club

Bruce Ellison contributes the following information: 'The club was founded in 1886 as a model yacht club and as steam powered models appeared on the scene these were accommodated. Only a few yachts remain today and scale radio and straight runners dominate at the moment. The club chairman, Bob Kirtley, holds the tethered hydroplane steam powered record at 76mph. The club still has a number of steam powered tinplate straight runners, some approaching 50 years old, and many built by senior member Gib Sutherland. The club interests are not restricted to boats and there are a couple of traction engines. Club records from many years ago reveal that during both wars, members who were away in the Forces paid half subs to keep the club alive. The club historian, Alfred Whitehead (who doubles up as Boiler Tester) is currently writing a complete history of the club. His father once held a speed record of 2mph in the H. S. Edwards cup for straightline speed.

The club has a purpose-built clubhouse rented from the local council — built after the original was destroyed in the war. Club membership is around 40, but Publicity Officer Bruce Ellison is hoping to improve on this. The club meets on Sundays at the South Marine Park, South Shields between 9.00 and 12 noon. Prospective new members are always welcome and should contact Bruce at 2 Basil Way, Holder House Estate, South Shields, Tyne and Wear. Telephone Bolden 360038.

* * *

575 Takeover

The 575 Owners Association was formed a number of years ago to promote races for the *Duplex 575* yacht which has proved to be an ideal introductory model to radio controlled yachting. As many readers will know the yacht was designed by Harvey Middleton and the task of running the association was undertaken by Harvey's enthusiastic and attractive daughter, Elaine. (She is also an excellent sailor).

Open Day for the South Shields Model Yacht Club, see Club of the Month. Front is 35cc multi racer Scorpio *by Bruce Ellison; the straight runner belongs to Eric Spain. Rear of display is a two times MAP* Bluebird *powered by a Webra 61, timed at around 32mph, also belonging to Bruce.* Photo: Shields Gazette.

The company was purchased a couple of years ago by *Lesro Models,* and Elaine carried on independently with the organisation of the association. Pressure of work has forced Elaine to give up the job — and all members wish to thank her for her fine efforts over the years — and the respected and recent perpetual winner of many 575 events, Bill Thomas, more popularly known as the upstart from the 'Pool,' has agreed to take over the job of secretary.

According to a recent communication from Bill, the club will be independent from any individual, club, firm or company and will be known as the 575 Owners Club. Fees will be £1.00 as usual and are due on the 1st March next year. For that sum members will receive a 575 regatta list — as long as organising clubs take the trouble to inform Bill as and when they are on — and if any member wants to divulge any of his or her secrets, or have any comments about races or organising events, serious or comical, send them to Bill who will produce a newsletter. As Bill says, at most 575 events there are enough comedians to start a new TV programme, so put pen to paper and write to Bill even if it is only to say hello.

Bill resides at 78 Belvidere Road, Wallasey, Merseyside. L45 4RZ. Telephone 051 639 9080.

Mailboat

Neville's Steam Drifter

Dear Sir,

The following points may be of interest to readers building the Wooden Steam Drifter from MAP Plans Service number PB22.

The scale of the drawing is not shown on the plans, however 1:24 or half-inch to the foot would seem to be about right. I have based my calculations on the fact that the model is 44.75in. long and the full size wooden drifters were between 75 to 85ft. long, although there were many exceptions. Mr. G. Ralph Mitchell of the Lowestoft and East Suffolk Maritime Museum has given the following colours as being typical of an early 1900's drifter; hull dull red under waterline to about 1ft. above, the rest being black. The wheelhouse is usually yellowy brown, varnished and grained; boiler casing — medium brown or dull red; top of wheelhouse — white; funnel — various according to owner, but all black was very common; registration numbers on funnel — white; ventilators — black; deck — dull red; hawse pipes — bright red; line around ship at deck level — gold; name of vessel — gold; registration numbers fore and aft — white (LT for Lowestoft and YH for Yarmouth); sails — light tan, small boat — white; steam capstan top casing — bright red; lifebelts — white at this period.

Mr. Ted Frost has written a book on the subject *From Tree to Sea;* he is the only recognised authority on these vessels. He tells me that the wheelhouses on these drifters were constructed of metal up to the sill level, but were grained with a comb to give the effect of wood.

It is well worth a visit to St. Katherine's Dock in London to see the *Lydia Eva,* the only remaining drifter, and although of steel construction, study of this boat will be very useful to prospective builders.

Model Shipwright No. 38, December, 1981 has an article on steam drifters and also a plan. Three books by *Topsail Books* are full of information. These are *The Driftermen, Living from the Sea* and *The Trawlermen.* I should say that I have no connection with the above publishing company other than being a customer.

A. M. Hayes,
Chatham,
Kent.

* * *

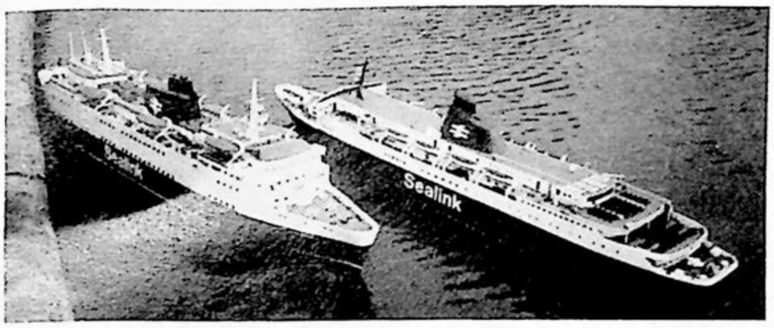
Cruiser Restored

Dear Sir,

Some three years ago my brother found an 8ft. long cruiser in very dusty, slightly battered but 95% complete state, in a Brighton Antique Shop. On examination it had a Stuart Sirius engine and a copper boiler, probably professionally built. Some of the many fittings suggested that they had been purchased from *Web Model Fitting Co.*

The restoration has begun and my extensive collection of modelling magazines was examined carefully to see whether the model could be traced. I now believe it to be the light cruiser *Conquest* which (1) made an excellent score in the steering competition at the Victoria Model Boat Club Regatta in 1946 (Model Engineer No. 2364 page 208); (2) was seen with its owner Mr. Godfrey at the MPBA Grand Regatta in 1948 (Model Engineer No. 2472, page 379); (3) probably was at the Bedford MES Regatta in 1952 (Model Engineer No. 2675 page 280); (4) was the model on the extreme left of the cover of Model Engineer No. 2677 which was 'built many years ago by the late Mr. Dinelli'; (5) was the model under steam shown in Model Engineer No. 2678, page 390 at the Southampton nomination race in 1952.

Could any readers help with recollections of Mr. Godfrey or Mr. Dinelli, the model or what happened to it during the period 1952 to 1981? The most difficult problem is that of transportation, even with a modern estate car.



S. Gooch's St. George *and* St. Columba. *See 'Sealink Ships' below.*

My office telephone number is 01 588 1212 ext. 5441 and I would be pleased to show the model to modellers who remember it in its heyday. Rest assured it will one day steam again at Victoria Park.

N. L. Druce,
London SE21

* * *

SMIT to SMIT Tak

Dear Sir,

I have built models of the *SMIT Rotterdam, SMIT London* and the *SMIT Nederland* class of tugs. I have been in touch with the company in London and Rotterdam and sent them photographs of my models. They were very impressed with my models and have been helpful with supplying information. When I read in the June issue of *Model Boats, Propwash,* which published details of the new colour scheme of the *SMIT Hunter,* that the owners Mammoet had transferred the ship to the recently reconstructed SMIT TAK International Salvage and Towage Company, I was surprised. I must inform you that it is not a reconstructed company; they have simply changed their name. I have also visited their offices in London who confirmed the above. The company has been trading for many years — in fact they have had four *Zwarte Zee* tugs, the first from 1898. The fourth has just been withdrawn from service, as has her sister ship *Witte Zee.*

M. A. Collins,
Gravesend

* * *

Sealink Ships

Dear Sir,

I hope readers will be interested in my photograph of *Sealink Ships.* About five years ago I became interested in model ships, so having purchased Vic Smeed's book and reading a lot of other modelling books, I felt that I would have a go at building one of the *Sealink* car feries operating from Holland. I am fortunate in knowing a few *Sealink* members of management who kindly provided me with copies of plans of their ship *St. George.* Having studied the shipyard plans, I had to redraw the lines from 1:48 to 1:96 scale to give a model size of 54in. by $8\frac{3}{16}$in. beam and 14in. high.

Although the model took me two years to complete, and considering it is my *first ever* attempt at a radio-controlled model, I think it can prove to anyone who wishes to start building that, if you have care, patience, and commonsense — it is possible!

The model features twin screws/rudders with bow/stern opening doors (which are watertight), and the car deck contains a full load of miniature cars and lorries, and the model has working lights.

A professional modeller, or should I say an experienced modeller, would after examination see that my workmanship is not all 100%, but I hope I've proved it is possible to jump in at the deep end and start with a large model.

The other boat in the photograph, *St. Columba,* is owned by my friend who constructed it from your plans offer a few years ago.

Keep the magazine going — it's great!

S. Gooch, Harwich

* * *

Return to Redhouse

Dear Sir,

In his September *Current Affairs* column Graeme Jones has made some errors which it may be as well to correct. He mentions that Wolfgang Aps' winning boat in Restricted is an own design and draws several conclusions about the *Formula* from this. In fact Wolfgang uses a completely standard *Formula 2.* His innovation was the self-righting system. Interstingly he had a dawn dual with Bill Swain's *Formula* as they had been so close in the previous day's racing. Bill led from the start but after four minutes Wolfgang's Sanyo cut-offs were still giving the same speed and Bill's Sanyo yellows were losing their edge. The result was a narrow win for Wolfgang.

I wonder whether it is Bill or Graeme who has a win at all costs attitude. Bill has always been one of the most helpful and friendly competitors, his launching and rescue skills being well in demand on the pondside. It is his ability to tune his boats that has given him such success in F1E Rest. As a penniless student his choice of cells and equipment is largely governed by budget. For this reason don't read too much into the Fuji pens.

He improved by three secs. to set a new record of 21.1 secs. when he switched to Sanyo pens. If someone would like to give him some cut-offs he will probably break 120!

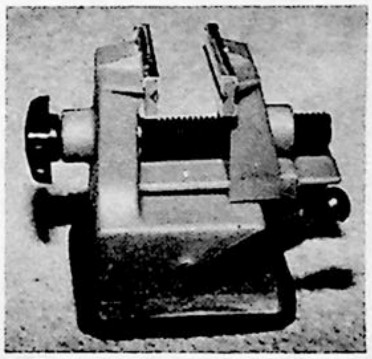
The *Formula* may not be invincible, but it has a clean sweep of all places 1, 2 and 3 in all six national rounds and all the F1E Rest events and holds the record for both classes. I think it is good that this can be done with an off-the-shelf product and we do not need to use specials to get to the top — but then as designer I must admit bias.

The fastest of all the *Formulas* and current champion is Peter Holmes. This is actually an old MkI, but as Graeme says, it is the tune that counts. Motor and prop tune are important, but it is the fine trim of the boat that sorts them out. This is what Peter and Bill excel at. They are both also careful and reliable drivers.

Graeme's best performance of the year was the organisation of Cwmbran. This year he got it right and must have made the best event in the UK this year. I hope all owners of electrics in the area will take note and attend. Why a national tag would deter anyone I don't know. In a well organised race of good standard on a pleasant day the only losers are those who don't turn up!

Nick Rees,
Ramsgate, Kent.

Testbench



One often needs a third hand when carrying out operations such as soldering, cutting, sawing, drilling, etc., and the oddly called *Mighty Mini Vise* will fill such a need. The finger action of the jaw bolt enables it to be used on the most fragile of components. It features a suction grip base which will grip to any smooth surface and stay there until the locking lever is released. The unit measures 3.25 by 2.25in. with a maximum jaw size of 1.5in.

The vice is available direct from **Media Marketing Inc. (Model Tools),** Freepost, St. Albans, Herts. AL3 5BR for £4.99 including post and packing.

* * *

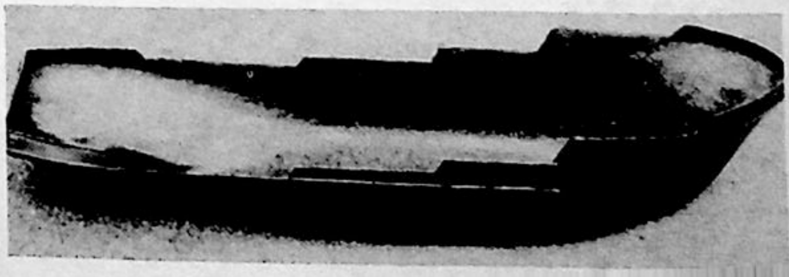
David H. Andrews produces a range of proportional winches and servos which have been developed over many years by model yachtsmen for use in radio controlled yachts. Weighing less than 100gms, including spool, the winch is claimed to be the lightest commercial winch available in the U.K. All are water resistant and self-contained, and use a precision helical feedback potentiometer system which reduces backlash and gives a resolution better than 1%. Both single and twin wiring systems are available and if desired, plugs to suit your radio equipment can be fitted by the manufacturer.

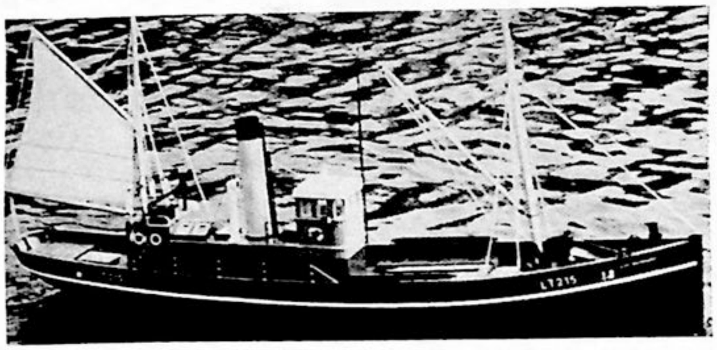
The range now includes three sail winches, the *Standard,* the *Olympic,* and the *Hi-Power Whirlwind,* and *Standard* and *Hi-Power* servos.

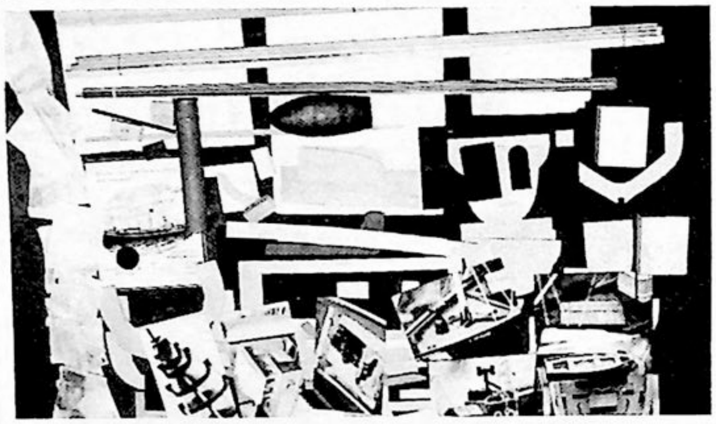
The prices range from £38.50 for the *Standard* winch to £42 for the *Hi-Power* version. VAT and postage and packing are extra and full details and an order form can be obtained from **David H. Andrews** at 49 Aberdale Road, Leicester, LE2 6GE.

* * *

One of the most recent additions to the **ABCO** range of glass reinforced plastic hulls is a giant of a model, the *Wimpey Sea Hunter,* a 41.25in. by 9in. beam support and general duties boat, with a displacement of 33.25lbs. The hull is moulded in coloured glass-fibre and is up to the usual high quality that has become a hallmark of *ABCO Ltd.* The model will require twin drive motors and nozzle/Becker rudder units — the *Robbe* 60mm unit would be suitable. The boat also features bow thrusters and many other details which could be made operational. The hull is accompanied by a detailed drawing which will be more than adequate. The price is £36.50 including VAT, post and packing.







Marvon Models is a new name in the world of model boat kit manufacture, and if their first offering is anything to go by they are going to make quite a name for themselves. The kit is based on a long-standing *Model Boats* plan, *Neville's Steam Drifter*, and indeed a copy of our plan is included in the kit. The instructions for *Lady Margaret* are very detailed and comprise nine closely typed A4 sheets, a large number of sketches clarifying difficult areas, the three sheets from the MAP plan, and a set of ten photographs taken during the construction of the manufacturer's prototype model. Each kit also contains a signed certificate detailing the number of the kit and certifying that it is one of a limited edition of 50 kits.

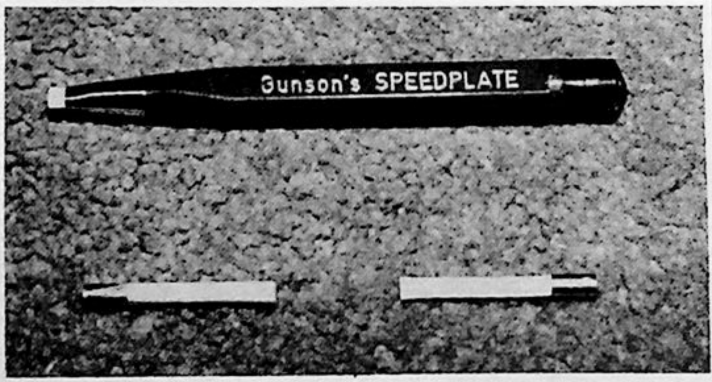
The kit is supplied in a cardboard box illustrated with two full colour shots of the prototype model. The box is packed with mainly wooden components, all of excellent quality and very well die-cut. The method of construction is plank-on-frame and adequate information is given to assist this operation. In addition to the timber components, also included is a moulded g.r.p. workboat, shaft, a 3-blade 3in. brass propeller, funnel from plastic tube, and small fittings such as rope blocks, stanchions, chain, brass tube and wire, etc. The model can be fitted with a *Monoperm Super* motor and two-channel radio control and should be well suited to the modeller who wishes to enter her into radio control steering events.

The boat is an East Coast drifter of 1906-7 and is a very attractive and eye-catching design. We are sure that *Lady Margaret* is going to be a success for **Marvon Models** and we look forward to further releases from them. The price is £120.00.

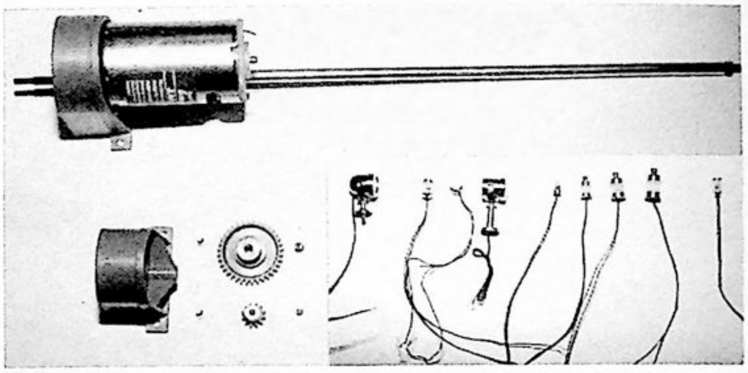
SILVER SEAL

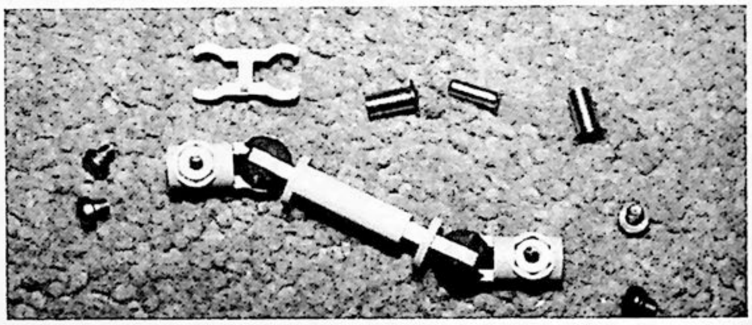
Ever Ready have recently completed a relaunch of their range of dry cells. The *Silver Seal* is a brand new battery and joins *Blue Seal* and *Gold Seal* to give a range suitable for all users. The *Silver Seal* range is designed to provide on average twice the life of a *Power Plus* battery and in addition, instead of producing liquid during its life, the zinc chloride construction used in the new cell actually consumes liquid, which will practically eliminate cell leakage — quite important in radio control equipment use. The range will also be sold at the equivalent present price of the *Power Plus* cells.

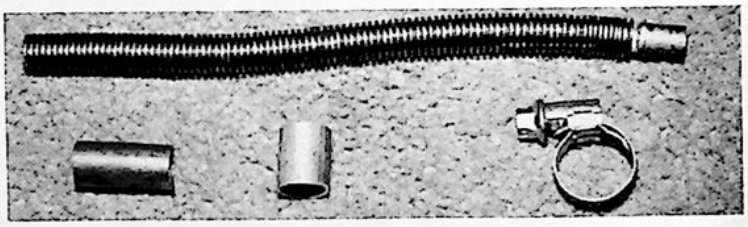
Ever Ready have supported modelling activities this year with assistance in the purchase of stationary for competitions, prizes, competition equipment, etc., which is much appreciated by the organising associations and modellers, so next time you go to buy dry cells, think **Ever Ready.**



The abrasive properties of the ends of a tightly packed bundle of glass-fibre strands are surprising. *Gunson's Speedplate Glass Fibre Cleaning Pencil* uses this considerable cleaning power in a neat, propelling pencil type holder. Localised cleaning in difficult to get at areas is made easy with this device which will get into nooks and crannies without causing damage to surrounding areas. It could be used to remove paint, rust, and to clean up contact areas on resistance board type speed controllers without creating the damage caused by files or emery paper. The cleaner can also be used as an eraser on drawings and for cleaning up typewriters and printing equipment. It costs around £1.75 complete with two refills and is available from DIY stores and motor accessory shops.





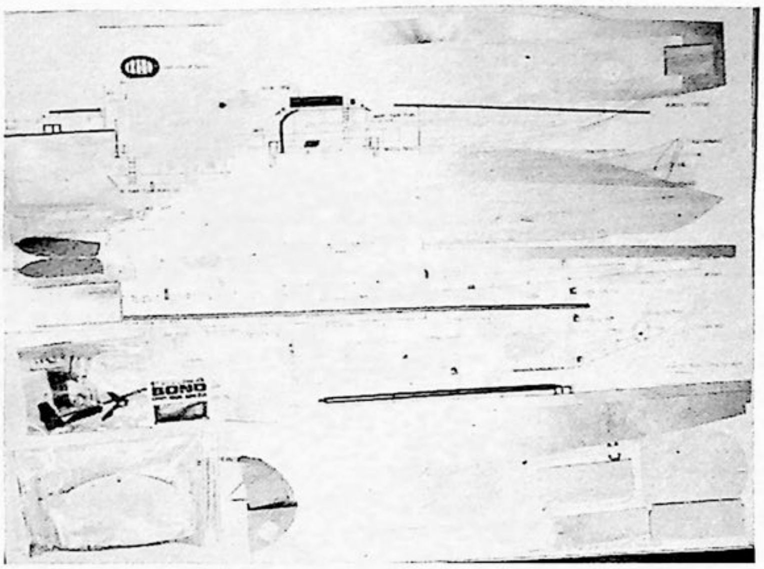


A number of new small items have been received from **Ripmax**, and typical are some new designs of lights for model boat use. These are extensions to the **Graupner** range and our photograph illustrates a small part of what is available. There are two new searchlights, one elevating and the other pivoted, plus interior illumination lamps and a 360 degree lantern. Take a look at the range next time you are in your local model shop and add a bit of light to your model. It can make all the difference.

Also from **Ripmax** is the *Universal Mini Gearbox* and sterntube combined into a compact unit. The various elements may be exchanged as desired and no coupling is required. Stern tubes of up to 6mm diameter can be accommodated in the gearbox flanges, and electric motors having an outer diameter of approximately 28mm and a shaft diameter of 2.3mm, such as the *Mabuchi RS-380 S*, can be installed. Three gear ratios are available, 2:1, 2.5:1 and 3:1.

Again from **Ripmax** is an addition to the range of *Kardan* double universal joints with telescopic shaft for 4mm diameter shafts, and with reducing sleeves to accommodate 3mm and 2mm shafts. One short joint fork is also included. Again, take a look at your local model shop.

Ripmax are also distributing *Mick Reeves Models* custom exhaust systems, and an item of interest to model boaters is the bendy metal pipe which comes with two tube adaptors and a hose clip. The pipe is available in four diameters from .25in. to .5in., all in 9in. lengths. Ideal for the hotter i.c. engines which eat through silicone tubing. Prices are around £4.00, so take a look.



Arts, Crafts & Models of 4 Castle Way, Castleford, Yorkshire have a range of wooden kits, and recently forwarded an example of their work, the tug *Hercules*. The major timber components are cut from good quality wood, and the kit includes propshaft, rudder and fittings, adhesive, epoxy resin, and two plastic moulded ship's boats. The model is a typical harbour tug, single screw, length 25.75in. by 7.5in. beam, and is of ply skins construction over frames and stringers with shaped hardwood blocks at the stern. There are two drawings, one with side elevation, side section and deck plan, with some details; the other shows detail views of the wheelhouse. On the left of the main plan sheet are a number of exploded drawings to aid construction.

The kit is packaged in an illustrated cardboard box.

The price is £39.95 plus £1.50 post and packing for the basic kit and £55.95 plus postage for the full kit including fittings.

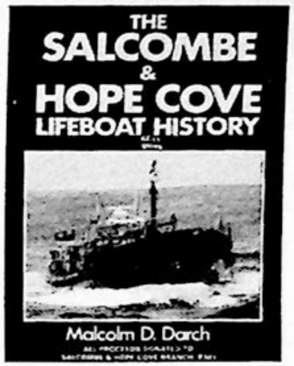
Printout · Printout

Alfred Dudszus/Ernest Henriot
Das Schiffstypen lexikon
Schiffe, Boote, Flöße unter Riemen und Segel
帆 船
Deutsche Ozean-Passagierschiffe

Albion Scott Ltd. are regular advertisers in *Model Boats* and stock an incredibly large range of books of interest to modellers and marine enthusiasts alike. Perhaps a lesser known part of the company's stock is a large range of foreign language books. Many of these are profusely illustrated and would be of value to modellers. A typical example is *Deutsche Ozean-Passagierschiffe 1850 bis 1895, (German Passenger Liners 1850 until 1895),* containing many photographs and a number of plans; i.e., the *America* of 1863, and the *Dresden* of 1889 built by Elders in Glasgow. This book also contains synopsies in English throughout the text. The price is £8.95.

Tall Ships by Tsuneo Nakamura is a hard-backed 12in. by 8.25in. 110 page book including over 90 pages in full colour of tall ships from around the world. The appendix includes an English keyed drawing of a four-masted barque and sail plans of various ship types. Also appended is a table giving specific details of the ships illustrated in the colour section. The price is £17.95.

Das Schiffstypen lexicon by Alfred Dudszus and Ernest Henriot is a mammoth 12in. by 10in. 288 page work and is an encyclopedia of sailing ships and boats. Obviously one needs to have a deep knowledge of German to use the book properly, however it is so profusely illustrated with hundreds of photographs and detailed line drawings that it would be of value to any modelmakers specialising in scale sailing craft. The price is £19.95. All from **Albion Scott Ltd.**



In the January 1984 issue of this magazine, Kevin Desmond wrote about how Malcolm Darch had made seven models of all the Salcombe lifeboats since 1869. During the course of this task, Malcolm collected so much research material that he found himself in the enviable position of being able to write a pictorial history of both the Salcombe and nearby Hope Cove lifeboat stations.

After a while of sponsorship seeking, Malcolm finally came up with the necessary finance to print and publish a 48-page paperback, composed of some 80 succinctly captioned photographs going back to the days of rowing and sailing, and finishing up with team photos of today's crew. Some of these are superb period shots showing those brave and hardy crewmen looking, for all the world like the seven dwarfs (times two), with their cork or kapok lifejackets!

Although this book will have its greatest sale down in Devon, as the profits have been donated to the Salcombe and Hope Cove branch of the R.N.L.I., it is hoped that marine history enthusiasts elsewhere in Britain will add this little tome to their bookshelves.

Copies may be obtained from the Honorary Secretary, The Salcombe and Hope Cove Lifeboat Station, Oldway Cottage, Batson, Salcombe, South Devon. Price including postage and packing £3.31. The book is entitled *The Salcombe and Hope Cove Lifeboat History*. **Kevin Desmond**

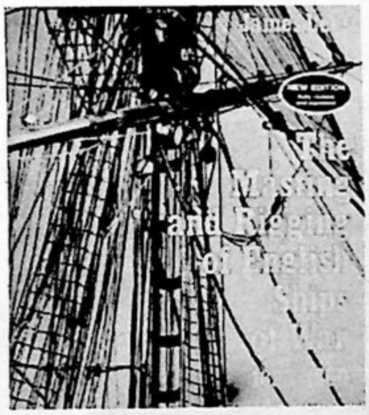
* * *

The new books from **Conway Maritime Press** this month. The first is *Sea Life in Nelson's Time* by John Masefield, 9.5in. by 7.25in., 160 pages, 85 photographs, hardback, price £9.50. Everyone knows of John Masefield's poems, but how many are aware of his other writings about the sea and countryside he loved so well. This brilliantly told story of the ships that defeated Napoleon has been a maritime classic since it was first published in 1905.

SEA LIFE
JOHN MASEFIELD

Masefield himself was trained on *HMS Conway*, served his apprenticeship in windjammers, rounded the Horn and was beached in New York, and all before his eighteenth birthday. These experiences stayed with him for the rest of his life and helped to make his account of life in Nelson's navy all too realistic. The cramped living conditions, unwholesome food, inhuman punishments and the floating hell of a ship in action are all vividly described in this comprehensive introduction to the subject. There is also an index.

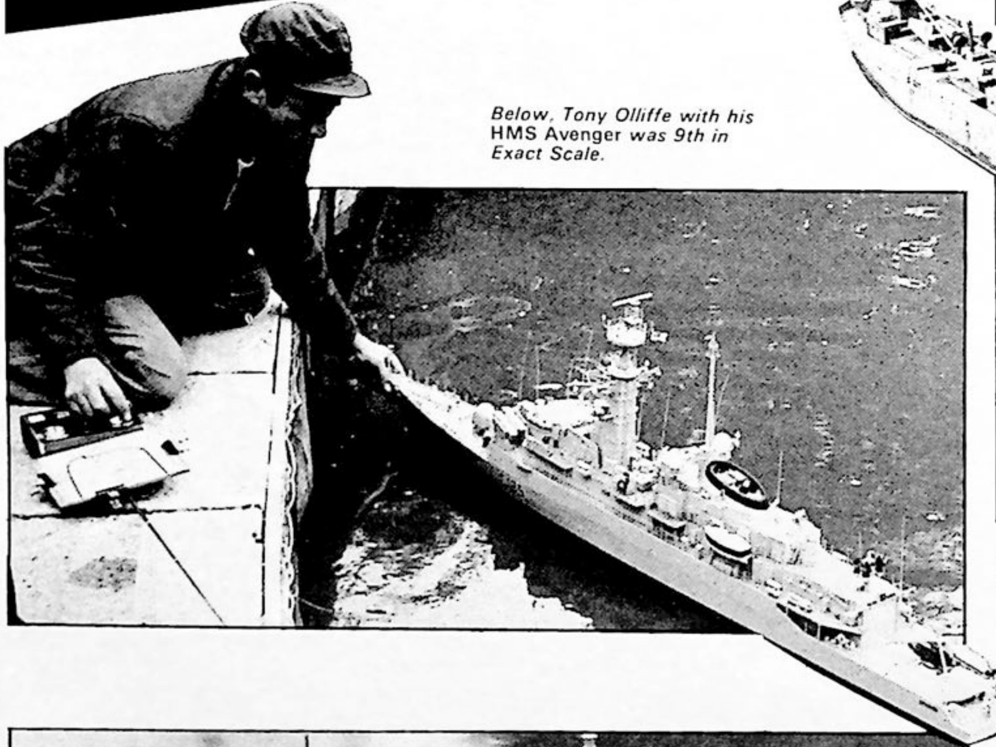
* * *



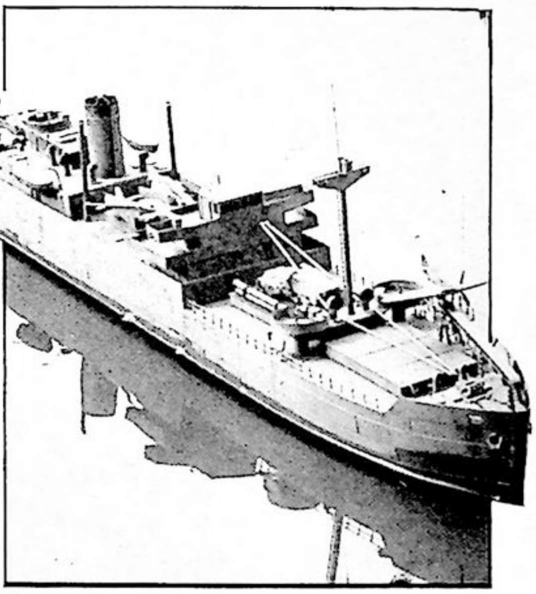
The second work from **Conway** is *The Masting and Rigging of English Ships of War 1625 - 1860* by James Lees. When this work was first published in 1979, it was received with much acclaim by modelmakers, being the first study of tophamper in the whole era of sail for which firm evidence is available. Heavy demand has led to the first imprint going out of print, hence this new edition. The opportunity has been taken to include tables of mast and spar dimensions and has been revised by the author, the former Senior Conservation Officer at the National Maritime Museum at Greenwich. The following statement by the author summarises the value of this work for modellers. 'By use of this book it will now be possible for model craftsmen throughout the world, in the present and future, to restore or make models correctly according to the historical features of the various periods.' The specification of the book is 11.5in. by 9.75in., 304 pages, 93 photographs, 540 line drawings. The price is £25.00.

1984 National Scale ~ Final

The Model Power Boat Association Radio Control Scale Championships hosted by the Kingfisher Model Boat Club on 16 September.



Below, Tony Olliffe with his HMS Avenger was 9th in Exact Scale.

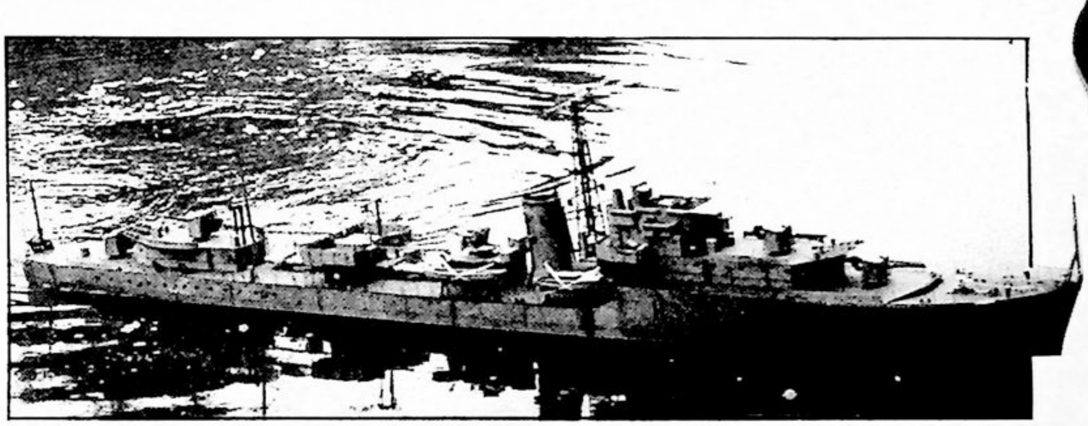


Above, Glynn Guest's Jubilee II will be available next year from Model Boats Plans Service.

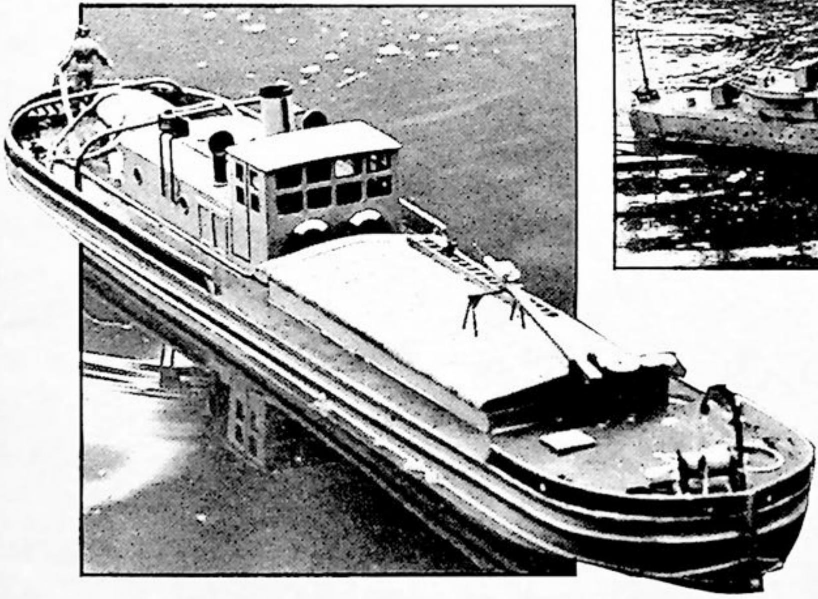
Left, Keith Bragg's Pilot 20, *covered in some detail in August* Model Boats *and for which their is a Model Boats plan available, was the winner of Exact Scale with a total of 296 points. Photo Ray Brigden. Right, the winners. Back row, left to right, M. Henton, Keith Bragg, Ian Adcock, Ian Winchester, David Abbott, Alan Locks, Brian Peach; juniors S. Leslie, P. Daniels and N. Augur. Photo Ray Brigden.*

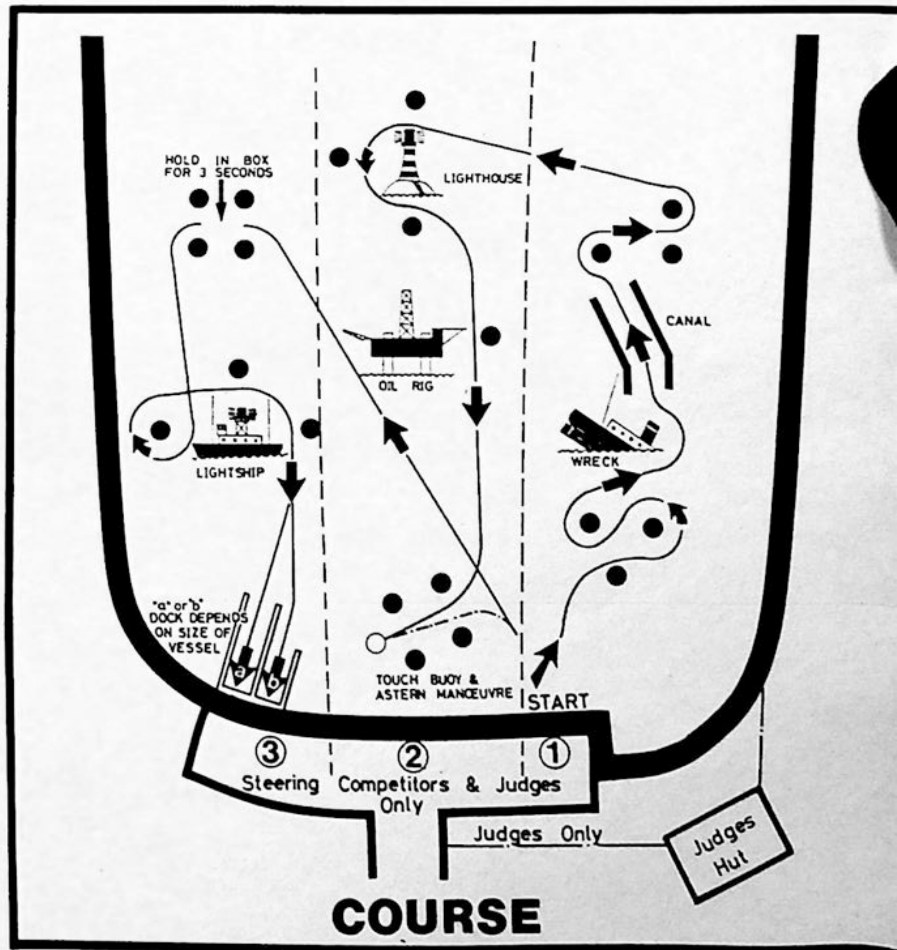
POWER TO THE PEOPLE

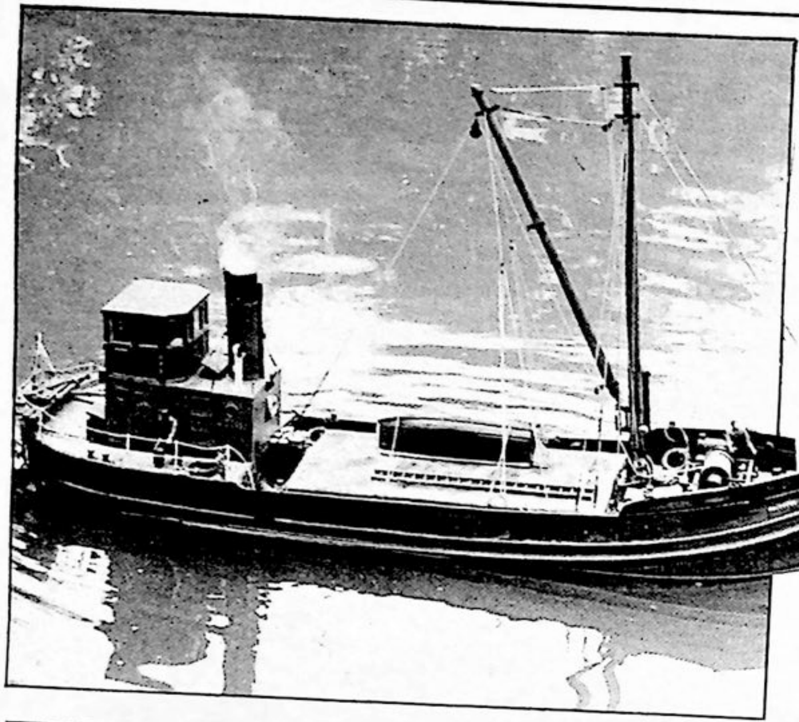
Above, the pleasant and calm setting for one of the best organised National events this year. Below, Jim Wilson's Trent Barge was equal 4th in the Stand Off class. Photo Ray Brigden.



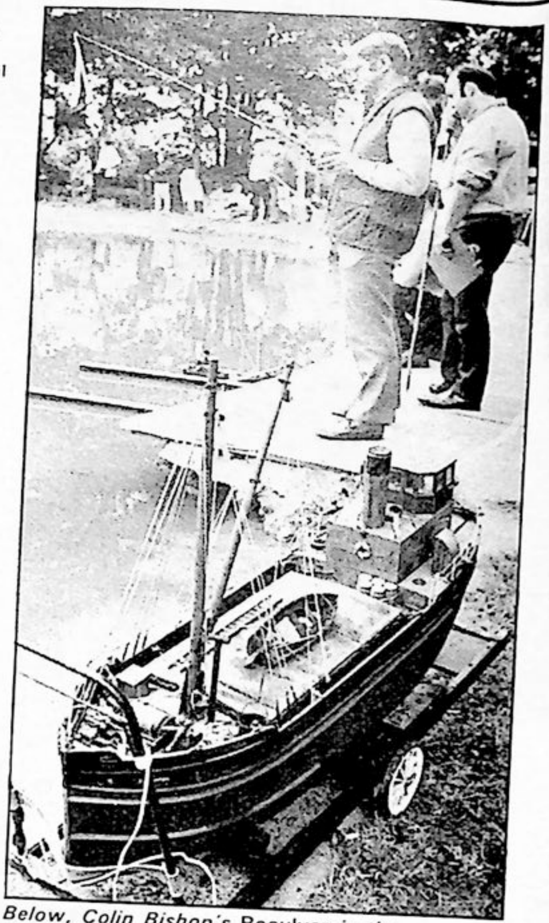
HMS Rapid *by John Crossley in Exact Scale.*



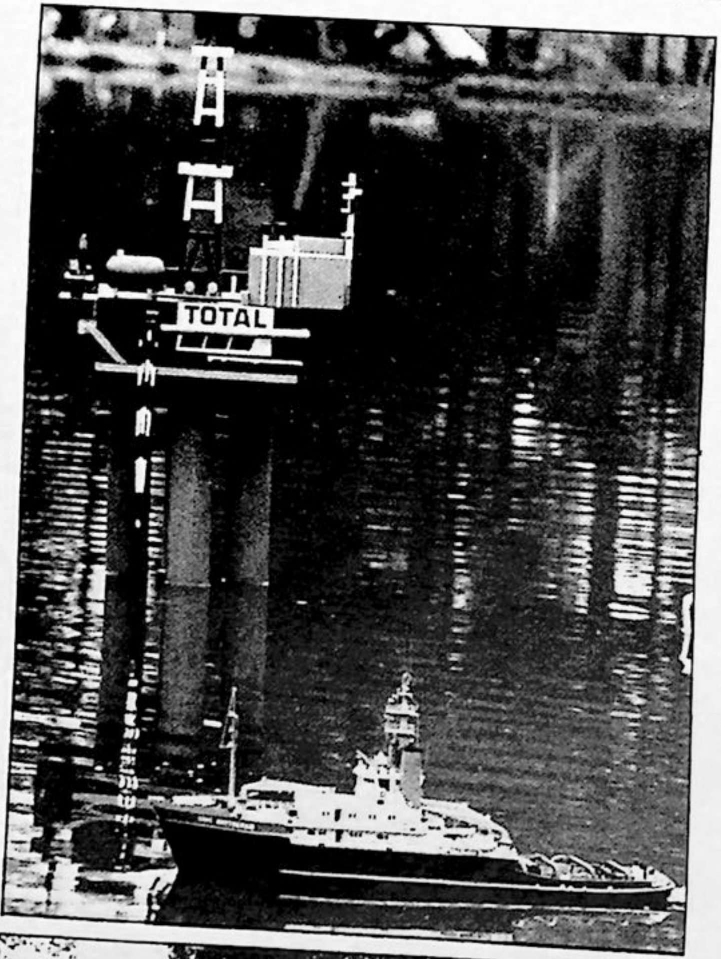

HOLD IN BOX FOR 3 SECONDS
LIGHTHOUSE
CANAL
OIL RIG
LIGHTSHIP
WRECK
"a" or "b" DOCK DEPENDS ON SIZE OF VESSEL
a
b
TOUCH BUOY & ASTERN MANŒUVRE
START
③ Steering
② Competitors & Judges Only
①
Judges Only
Judges Hut
COURSE



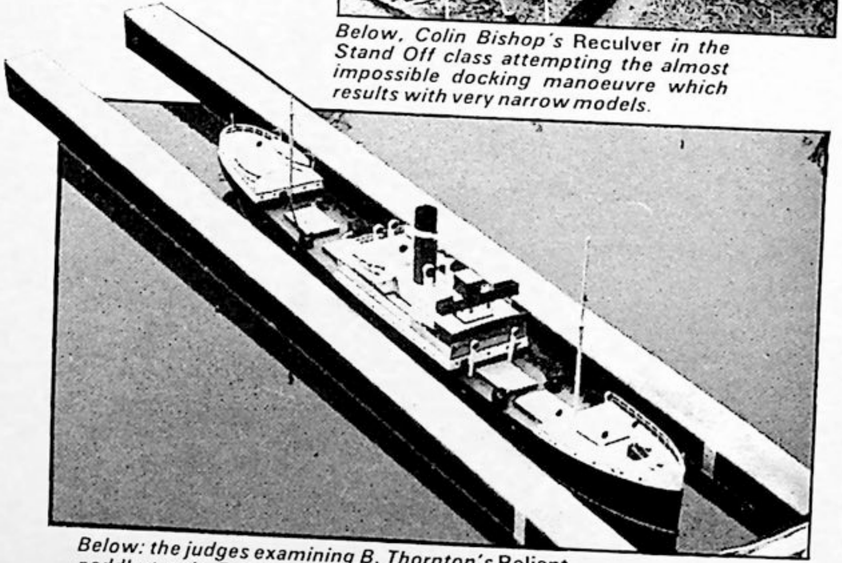
Left, R. Burrough's Faithful *puffer was in Stand Off. Right, looking across* Faithful *to the competitor's pontoon. Photo Ray Brigden.*



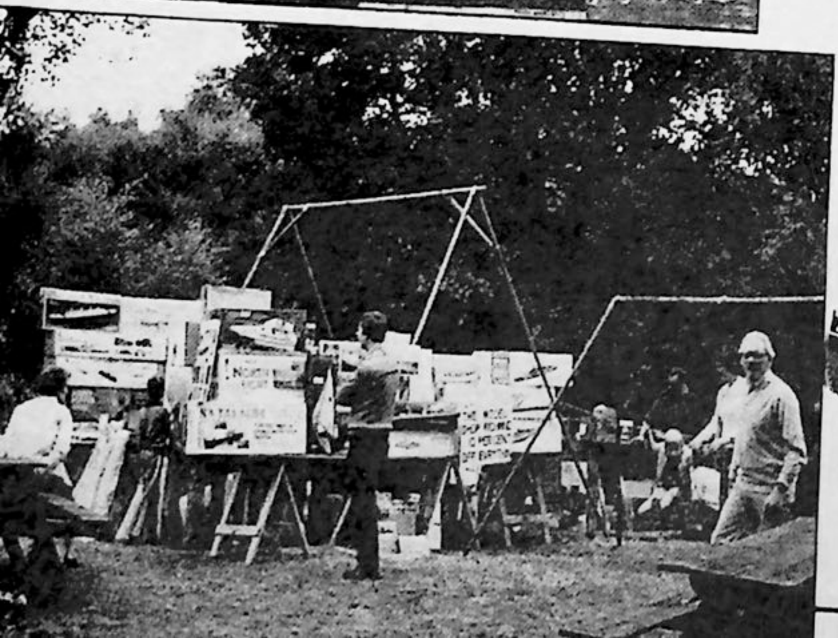
Left, R. Kidd's Smit Rotterdam, *entered in the kit class passes the Kingfisher oil rig. Photo Ray Brigden.*



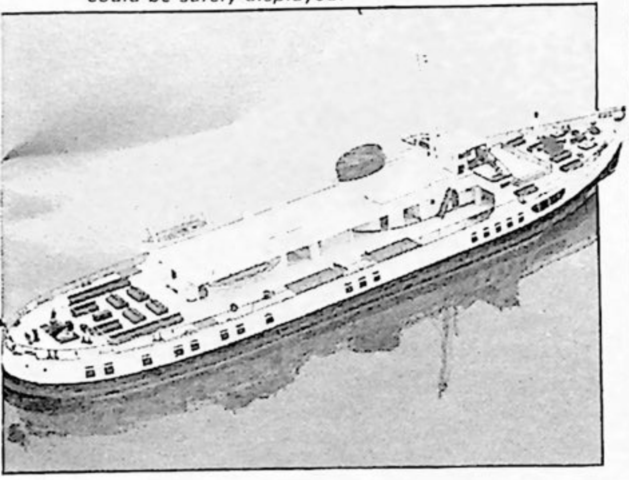
Below, Colin Bishop's Reculver *in the Stand Off class attempting the almost impossible docking manoeuvre which results with very narrow models.*

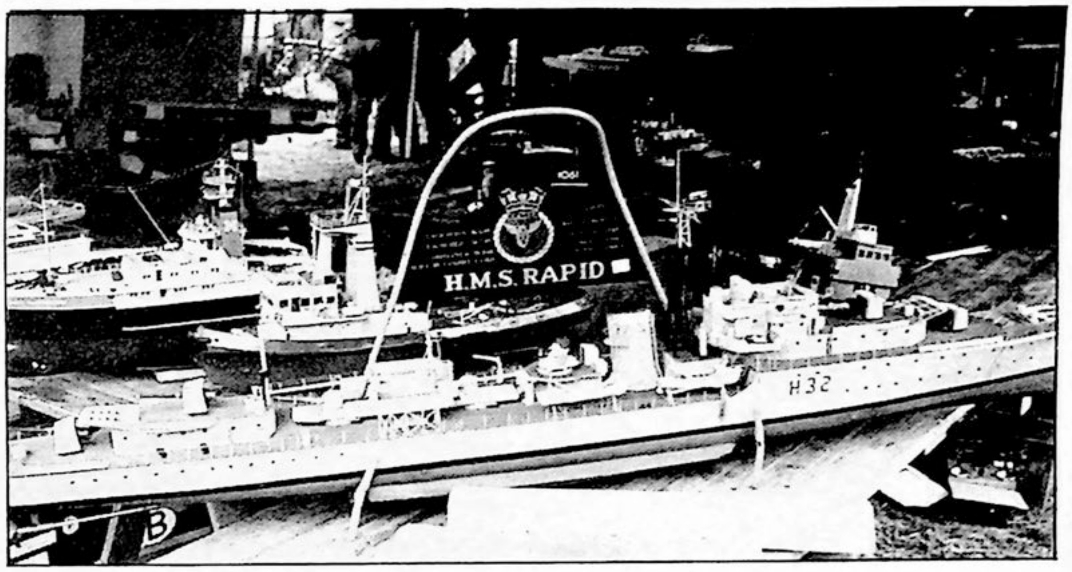


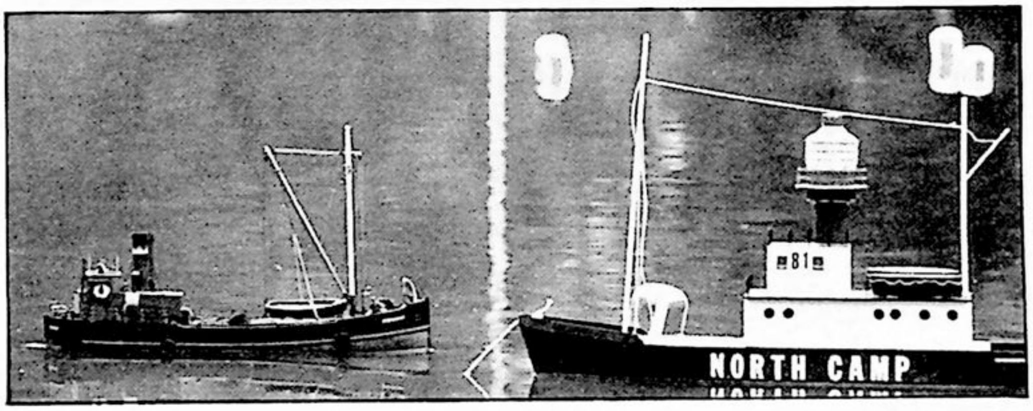
Below: the judges examining B. Thornton's Reliant *paddle tug in Exact Scale. Below left: the Model Shop Richmond kept competitors and visitors supplied with kits and accessories. Photo: Ray Brigden.*



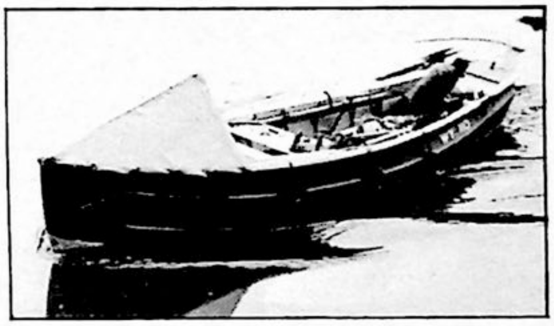
Below, Colin Bishop's ferry Shanklin, also recently described in detail in Model Boats and for which a plain is available. Right, John Crossley's HMS Rapid pictured in the model tent where models could be safely displayed.







Left, A. Lock's Stormlight was 2nd in Exact Scale. Below, Les Hampshire's Yorkshire Coble was 4th in Exact Scale. Photo Ray Brigden.



Result of National Scale Championships

EXACT CLASS

1.	K. Bragg	*Pilot 20*	296
2.	A. Locks	*Stormlight*	283
3.	D. Abbott	*Tod Head*	272
4.	L. Hampshire	*Yorkshire Coble*	270
5.	D. Metcalf	*HDML*	262
5.	D. George	*Skegness Lifeboat*	262
7.	R. Burrough	*Liverpool Lifeboat*	257
8.	B. Thornton	*Reliant*	256
9.	T. Ollife	*HMS Avenger*	243
10.	R. Dean	*Skirmisher*	240
11.	C. Bishop	*Shanklin*	238
11.	T. Shaw	*Cervia*	238
13.	W. Mortimer	*Waveney Lifeboat*	230
14.	J. Brown	*Sun XXI*	218
15.	J. Crossley	*HMS Rapid*	195
16.	P. Plater	*HMS Nottingham*	192

J. Fox, *HMS Kelly*, Scratched 99, Blown Servo.
G. Guest, *Empire Jubilee II*. Scratched, 204 from Static Judging.

KIT CLASS

1.	B. Peach	*Alfred*	221
2.	I. Adcock	*Abbey One*	220
3.	P. Slater	*Fairplay*	217
4.	D. Thorne	*Sea Star*	214
5.	T. Olliffe	*RAF Rescue*	213
5.	D. Warren	*Eileen*	213
7.	R. Dean	*HMS Daring*	212
7.	R. Kidd	*Smit Rotterdam*	212
9.	M. Henton	*Puffer*	211
9.	J. Moore	*Smit Rotterdam*	211
9.	P. Davies	*Zulu*	211
12.	D. Wilson	*Atlantic 21*	206
13.	A. Hobbs	*HMS Grenville*	204
13.	D. Metcalf	*Happy Hunter*	204
13.	D. Metcalf	*Happy Hunter*	204
15.	B. Williams	*Wotan*	203
16.	G. Guest	*Antje*	202
17.	H. Hughes	*Elke*	201
17.	N. Augur	*HMS Amethyst*	201
19.	D. Timmis	*Bugsier*	197

J. Wilson	*Zwart Zee*	106	
M. Thornton	*Bugsier*	113	No Second Run
D. Wilson	*Nautic*	109	
I. Hampshire	*Pilot Boat*	113	
H. Word	*Mercantic*	103	

STAND OFF CLASS

1.	M. Henton	*Trawler*	222
2.	B. Peach	*Kirsten Smits*	219
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4.	R. Dean	*HMS Marvel*	213
4.	P. Francis	*USS Kidd*	213
4.	J. Wilson	*Trent Barge*	213
8.	G. Guest	*HMS Lagos*	209
8.	D. Wilson	*RAF Rescue*	209
10.	D. Timmis	*Smit London*	204
11.	J. Fox	*HMS Grey Goose*	199
12.	A. Hobbs	*Smit Sweden*	197
13.	B. Williams	*Miranda Guiness*	196
13.	M. Finnis	*Mercan*	196
15.	K. Daniels	*Mabel Ann*	195
16.	R. Burroughs	*Puffer*	180
17.	C. Bishop	*Reculuer*	176
18.	C. Thompson	*Sigatta Bergen*	No 2nd Run

JUNIORS

1.	N. Augur	*Catherine*	214
2.	P. Daniels	*Connie*	213
3.	S. Leslie	*Sea Star*	211
4.	M. Spindler	*Zoll*	208
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7.	A. Bragg	*Pelican West*	176
8.	S. Thayne	*Dogger Shore*	170
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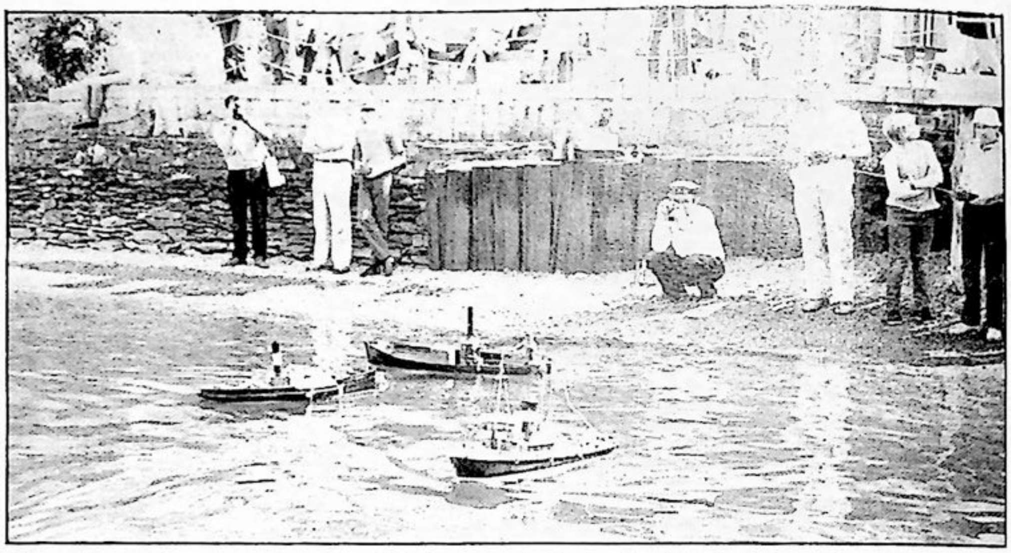
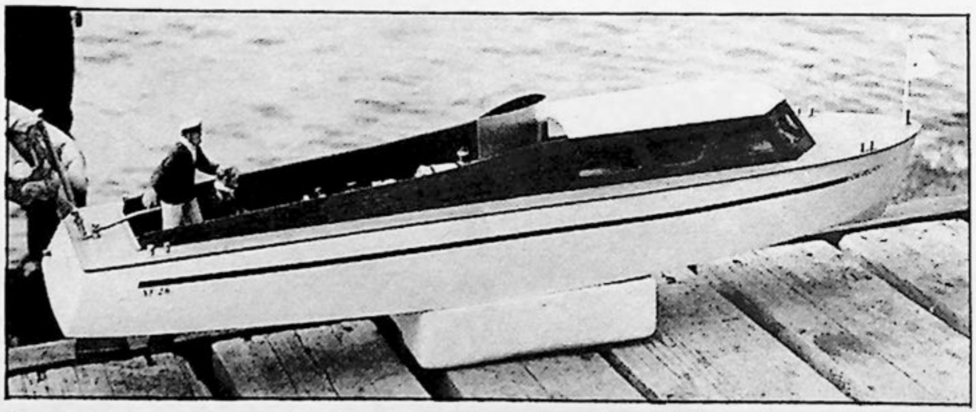


Above, the weather was good and even the Lake was calm for the Fun Rally held at the Steamboat Museum on 11/12 August. Left, Kate Arnot with her model Albert, *which she built nearly 2 years ago at the age of 14 with only a little help from Dad and brother on the steam plant.*

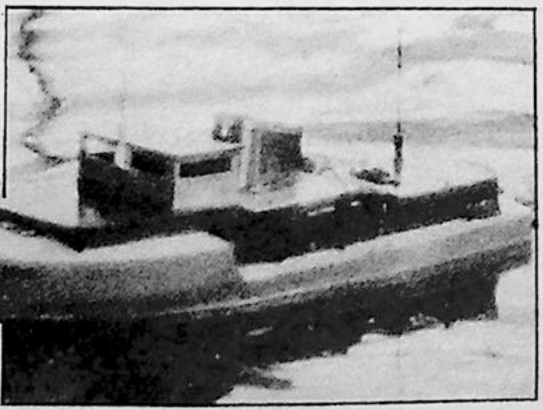
Windermere Model Steamboat Fun Rally

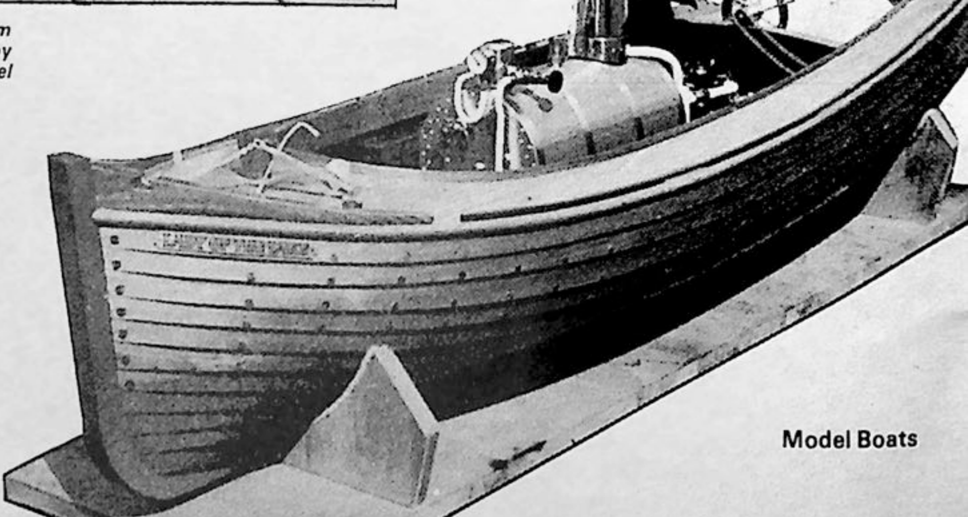
A convivial gathering of modellers spent a pleasant day on the shores of Lake Windermere.

Left, Keith Burdett of the Sheffield Ship Model Society scratch built this modern version of Bassett Lowke's 50 year old Streamlinia. *Below,* Lady of the Lake *steam launch by Michael Cox of* Gondola *fame (see October Model Boats).*

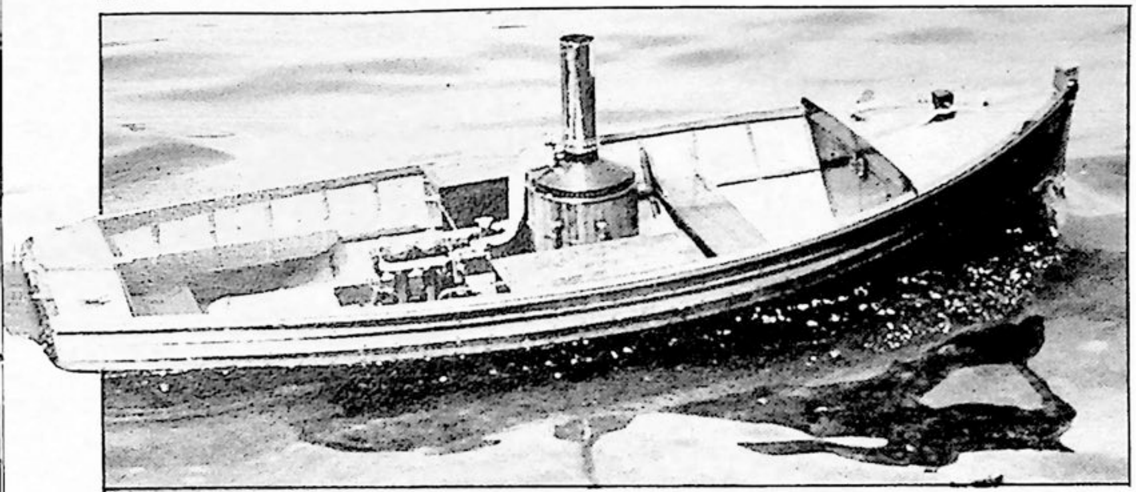


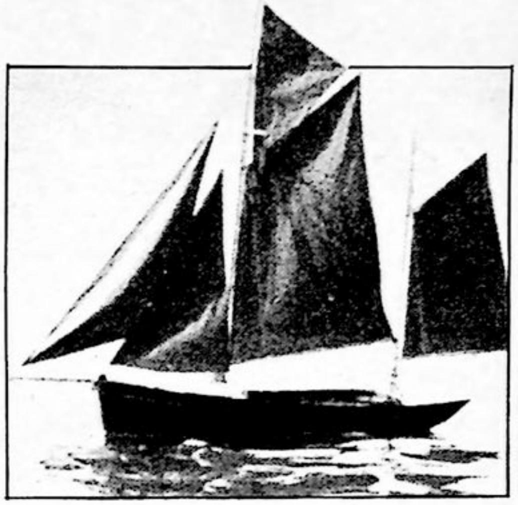
Below, Skippy, a 30 - 40 year old radio controlled steam powered boat with Kitchen rudder, model only 16½in. long by 5½in. beam from Mr. Carver-Hill of Heaton and District Model Power Boat Club.



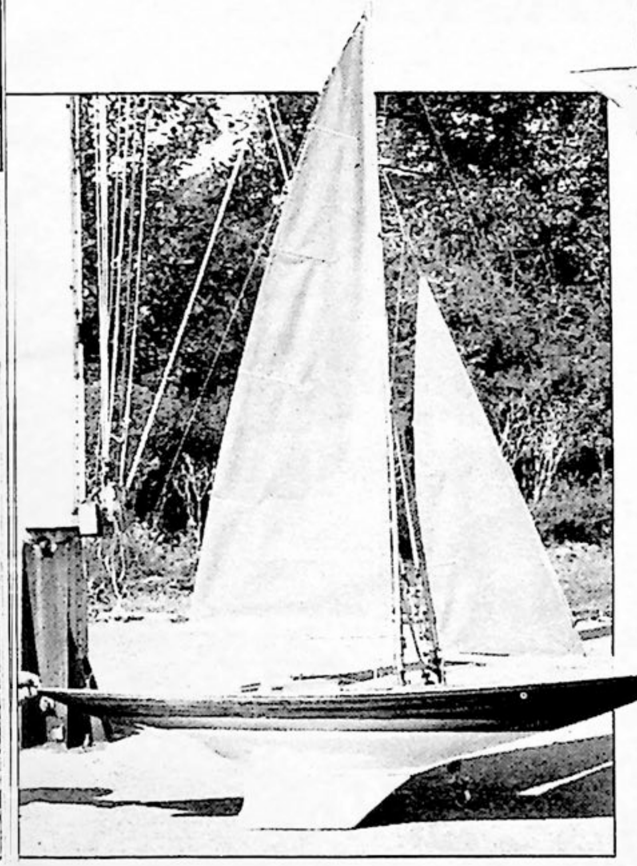


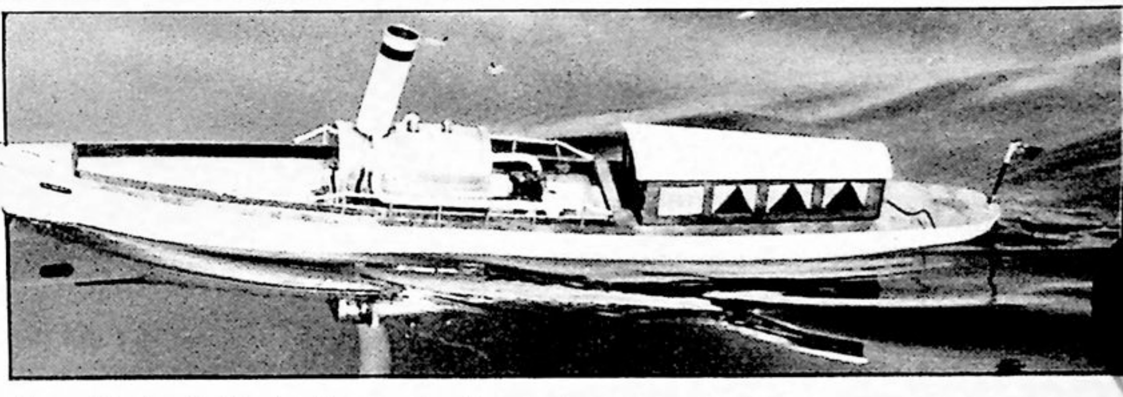
Below, Major Peter Arnot's fine launch Henry *going out for a rendezvous with the Museum's full size* Osprey. *Right, Ian Sharp from Barrow sailed his radio controlled 1in. to 1ft. ketch,* Cornish Trader *on the main Lake.*



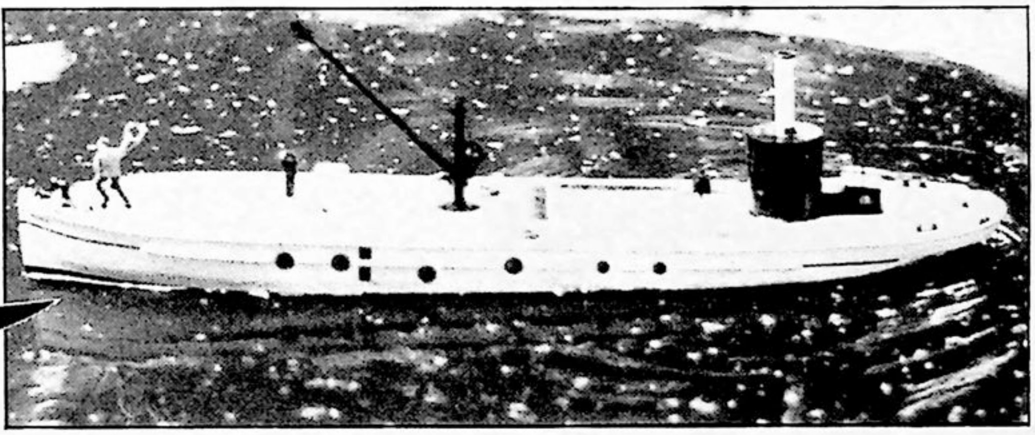


Below, Helious *K580, an A class yacht built in 1946, found in a garage and recently rebuilt by Mr. A. White of Barrow S.M.S.*



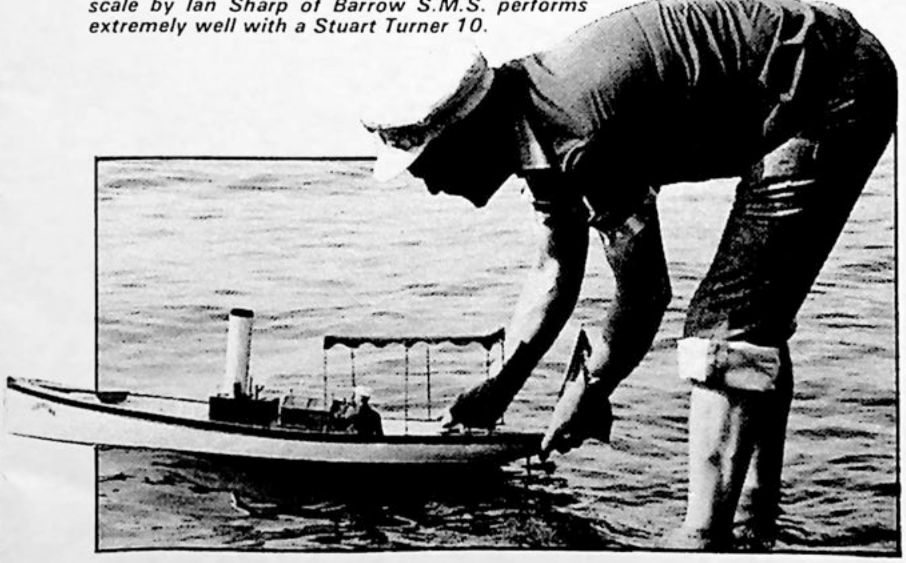


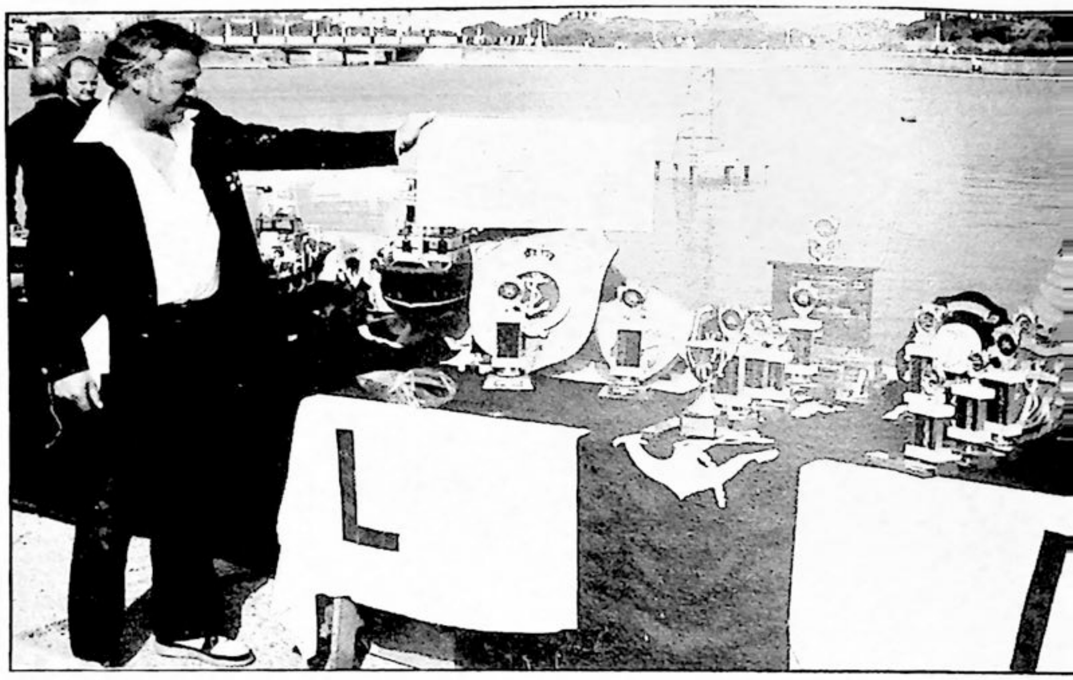
Above, Kate Arnot's Albert *underway and making smoke.*



Above, a model of a museum boat, the Raven *at ¼in. to 1ft. and electrically driven, built by D. A. Naylor of Keithley. Below, D. Jacques' electrical driven* Oarsman *from Barrow S.M.S. was deservedly popular.*

Below, another museum boat, S.L. Bat *at ⅜in. scale by Ian Sharp of Barrow S.M.S. performs extremely well with a Stuart Turner 10.*





Des Newton showing off the final cheque for Modeller 1 *along with the array of Lifeboat Rally Awards presented on the day.*

National Model Lifeboat Rally/Regatta

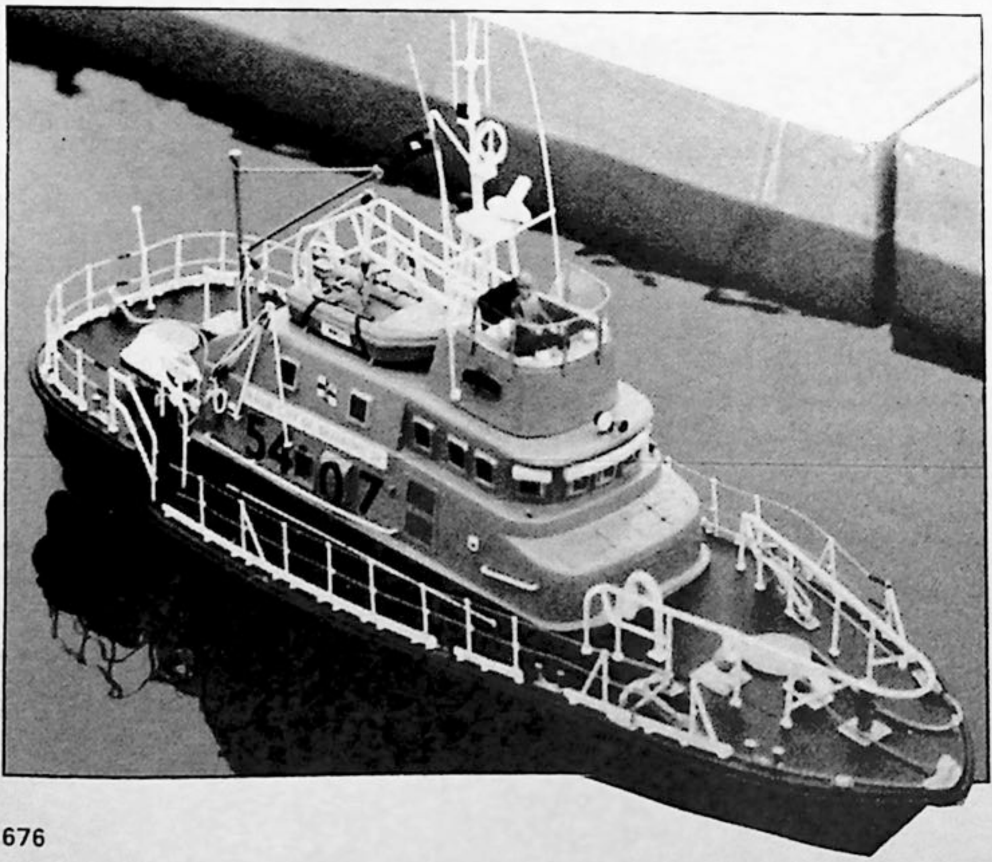
Reported from Southport by Des Newton

Once again lifeboat modellers converged on Southport for their Annual National Lifeboat Rally/Regatta and again they enjoyed the right weather. Now in its sixth year and as popular as ever, this event has become the annual meeting for enthusiastic lifeboat modellers from all over the British Isles where modellers can compete and exchange ideas on the building of scale model lifeboats.

This year's event took place on 17th June at the Marine Lake in Southport which makes an ideal venue for all the family with all the amenities close at hand. Where Mum can relax among Southport's famous gardens and the kids can run wild around the popular fairground, leaving Dad to enjoy his hobby of model boating. A total of 40 model lifeboats were entered this year and the obvious high standard gave the judges a very difficult job. Practically every type of lifeboat was represented giving the public a real insight into the Lifeboat Service and the skill that goes into building model lifeboats. Once again Reg Hartley gave his now well-known display of how a lifeboat capsizes and rights itself using his 'inch-to-the-foot' model of the Holyhead Lifeboat. The Mersey Marine Model Society staged a new display of oil rig towing and also a simulated oil rig explosion as if by sabotage which filled the area very realistically with burning boats and smoke.

Once again there was a trophy put up for the most unusual model which brought out some real 'eye-openers'; the onlookers were rubbing their eyes in disbelief. Derek George had his radio controlled R.N.L.I. saucepan sailing round, this was closely followed by a mother duck with ducklings complete with their R.N.L.I. Life-jackets on and if this didn't have the spectators puzzled they really did wonder when they say an R.N.L.I. tool-box sailing round the course; the latter two being the handiwork of John Alblas of the Plat Fields Model Club.

¾in. to 1ft. Arun *Class Lifeboat* City of Bradford IV *by W. Arnold of Scarborough waiting in the dock.*



To cover everyone's taste a special sailing day is also run on the Saturday which caters for any kind of scale model and modellers are able to sail their models all day providing their frequency is clear. This event has proved to be very popular and again has drawn together modellers from all over the country, some of whom are now making the Southport weekend their annual club outing and staying in Southport for the weekend. The only awards given on this day are for the static judging of the models which means that pure static models can also be entered. The sea awards are for the best sailing ship, merchant ship, kit, warship and model of the day.

An evening of entertainment and fun for the visitors was held on the Saturday night at Southport Police Club with the bill being topped again by the famous T.V. muscle-man — Tony Holland who had modellers testing their strength in many ways much to the amusement of their fellow modellers who all showed the good fun spirit of the night.

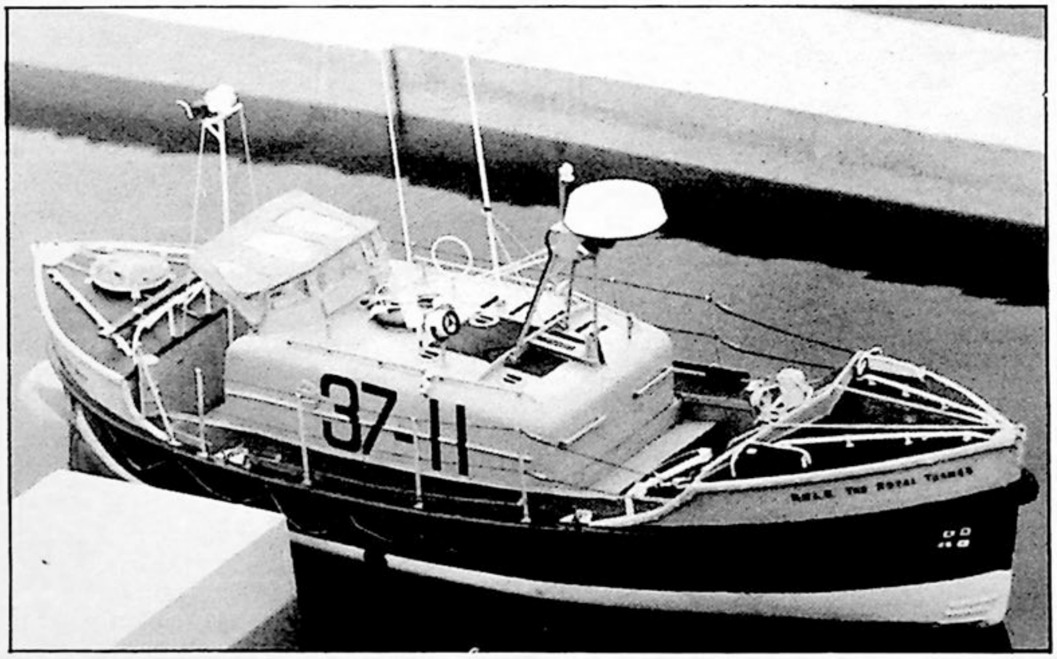
When the prize-giving was over on the Sunday, a special presentation took place when a cheque for £2,000 was handed

Left: 1in. to 1ft. **Waveney** *Class Lifeboat* **RNLB Barham** *by Eric Cox of Lincoln negotiating the course. Below: a good old chat going on at the Rally which is what it's all about.*

Saturday Results — Scale Model Boat Day

Best Merchant Ship Award: John Goodison Burton-on-Trent, *MFV Ocean Crest.*
Best Warship Award: M. B. Wear, Barrow, *H.M.S. Intrepid and LCMGs.*
Best Sailing Ship Award: Cpt. H. Littler, Southport. *Cutty Sark.*
Best Kit Built Model; Graham Brown, Tarleton. *T Class Submarine.*
Best Unusual Model: Roy Curtis. *Amphibian Jeep.*
Best Semi Kit Model: Keith Latheron, Leigh. *Fishing vessel 'Challenge'.*
Best Junior Award: Martin Hayward, Worsley. *Fishing Vessel Golden Fleece.*
Highest scoring Model of the Day Award: M. B. Wear, Barrow, *H.M.S. Intrepid.*

over by Des Newton to Mr. David Jones of the R.N.L.I. this being the balance of the cost for *Modeller I*, the first lifeboat ever funded mainly by modellers and named after them. In his acceptance speech, Mr. Jones commended the wonderful work that modellers around the country had done in raising the £5,000 for a lifeboat and that many people will owe their lives to those who raised and sent donations for this which will be a tribute to the modelling fraternity and its unselfish work now and in time to come. There will be one further cheque to be presented to the R.N.L.I. and this will be of monies collected after the £5,000 had been realised. The R.N.L.I. have stated that this will be used to purchase a new piece of equipment for another lifeboat somewhere and will have a suitably inscribed plaque attached to the wheelhouse stating that it came from the *Modeller I* appeal. A special report on the appeal will follow later, but may I take this opportunity to say thank you to all who supported the Southport weekend, the Mersey Marine Model Society for the hard work they put in, the Haigh Hall Club for their help and for the loan of their excellent model fishing fleet which made the habour look like a real harbour, the judges Ron Newton and Mike Stammers for their work on the Saturday. Also, the judges for the Sunday — Bill Thomas of Wirral Club (that upstart from the Pool!) Geoff Roberts of the R.N.L.I., Bob Wagstaff the Coastguard and Will Jones, Coxswain of the Holyhead Lifeboat and all the volunteer helpers who helped to make this weekend one of the most successful yet with £480 being raised for the R.N.L.I. *Make a date for next year - 15th and 16th June, 1985.*



1in. to 1ft **Oakley** *Class Lifeboat* **RNLB The Royal Thames** *by Pete Cameron of Wigan.* **All photos by Reg Hartley.**

Results: Sunday National Model Lifeboat Rally Results

Winner of Winners trophy (open to any previous winner only):
Derek George (Lincoln) *Skegness Lifeboat Charles Fred Granthom, Oakley 37-10.*
Static Awards: Scratch-built:
1st: W. Arnold (Scarborough) *Humber Boarding Boat, Mclachlan A505.*
2nd: W. Arnold (Scarborough) *Humber Lifeboat City of Bradford, Arun 54-07.*
3rd: J. C. Pettit (Birmingham) *Caroline Finch, Brede 33.*
Static Award, Semi Scratch-built:
J. Carter, Wigan. *U.S. Coastguard Cutter (Waveney).*
Static Award, Kit Built:
John Barker, Liverpool. *New Brighton Lifeboat Blenwatch Atlantic 21, B549.*
Sailing Awards:
1st: John Alblas, Manchester. *Japanese Lifeboat/Tug Aki Tokyo.*
2nd: R. Curtis. *Poole Lifeboat Augustine Courtauld Waveney 44-.11*
Joint 3rd: J. R. Cox, Lincoln. *Great Yarmouth and Gorleston Lifeboat Barham Waveney 44-021.*
Joint 3rd: Reg Hartley, Liverpool. *Holyhead Lifeboat 'Hyman Winstone' Arun 52-15.*
Unusual model, John Alblas: *R.N.L.I. Duck family!*
Model of the day (Highest combined scores):
Mr. R. Curtis, Reading. *Augustine Courtauld Waveney 44-011.*

How many readers remember the old BBC series in which the true star was a battered Clyde Puffer? Neil Munro's *Vital Spark* and her crusty skipper Para Handy, made the transition from printed page to T.V. tube better than many fans hoped and, even now, I can recall certain scenes with a smile.

Calder Craft's reputation amongst model boat enthusiasts can only be enhanced by their choosing a Clyde Puffer as a recent release; even more so when the kit itself is such a joy to build and sail. If ever a model could be said to have character, then this one has from stem to stern faithfully capturing, as it does, a typical example of a West Highland coaster.

I must confess from the outset that I am not a ship modelling expert, just an enthusiast, and this is actually the *first* operational ship model I have ever built. I must say something for the completeness and good design of this kit, that I encountered very few problems and the result far exceeded my expectations.

The Calder Craft **North Light** *in her natural environment.* **Photo: Ray Brigden.**

CALDER CRAFT®
model kits

NORTH LIGHT

A VINTAGE MODEL OF A WEST HIGHLAND COASTER 'THE CLYDE PUFFER'

Reviewed by Ray Rimell

For the record, **Calder Craft's** kit includes a one-piece fibre-glass hull with full rivet and plate detail present, over 250 finely detailed white metal fittings, masses of pre-cut wooden parts, a meticulous full-size set of plans penned by David Metcalf and a fully comprehensive instruction book. Colleagues of mine more conversant with such models than I, tell me of problems they have experienced with certain other boat kits, the main gripe being all the extras needed to complete them. You certainly can't level such criticism at *North Light*, for everything to complete the model, sans radio and motor are catered for. I think the only real 'extras' I needed was a little more rigging thread. So to business: what of the kit? Since a blow-by-blow account would bore most readers and since the kit instructions are so complete anyway, it seems superfluous to offer a 'stick A to B' type of appraisal. Instead I'll share my photos with you and suggest ways of making some improvements and offering tips I found useful during the course of this project.

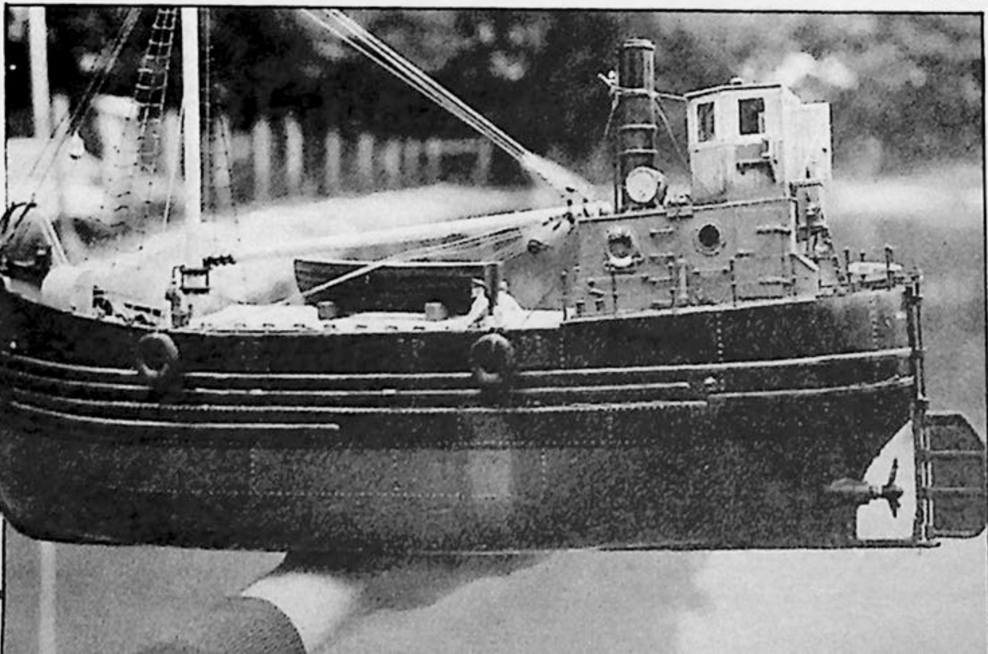
Construction

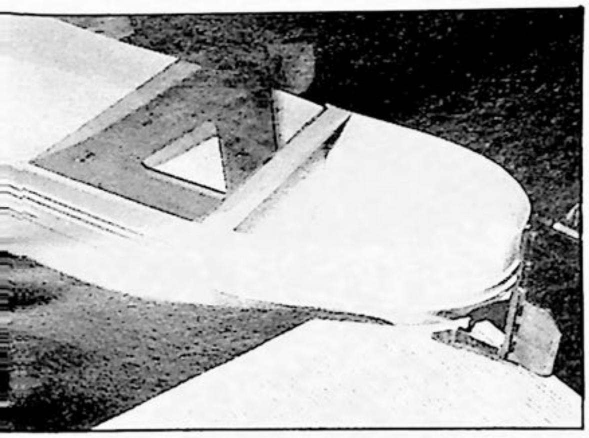
For those used to working with fibre-glass hulls, they'll find the *North Light* moulding a joy to work with. The detail of both rivet head and plating is extremely realistic once painted and needs little additional treatment. Fitting of the white metal sternpost and rudder assembly is not difficult but a trial run before fixing permanently *is* advisable. In Photo 1 we can see this assembly in place.

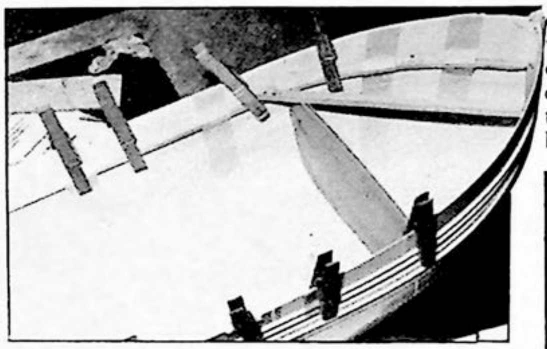
Fitting of bulkheads needs care and cross-checking with the plans for their correct location. Use of tape to hold the hull sides while the epoxy glue sets is important and, as can also be seen in photo 1, a 45 degree angle is essential to ensure the bulkhead is perfectly square.

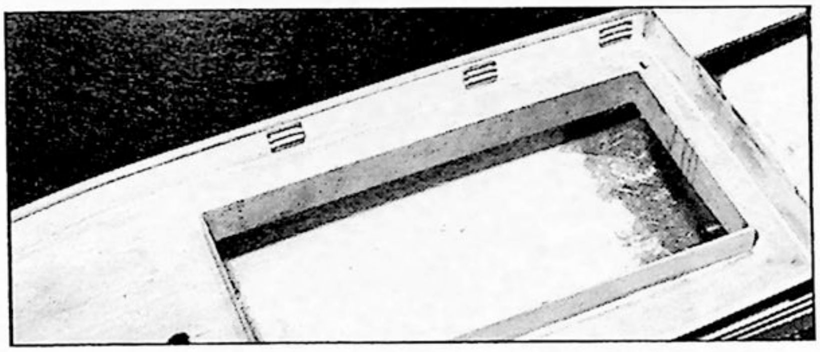
With the two main bulkheads secure the side stringers are glued to the inside of the hull. Although these are laminated, some severe bending towards the bow is called for and I would suggest steam bending them for an easier fit. In photo 2 we can see these strips being held in position by pegs and note the scrap strip wedge holding the starboard strip under tension while the expoxy cures.

The hatch sides are fairly tricky to fit and do ensure that they are perfectly square to the deck. If necessary some scrap balsa may be used if gaps occur.

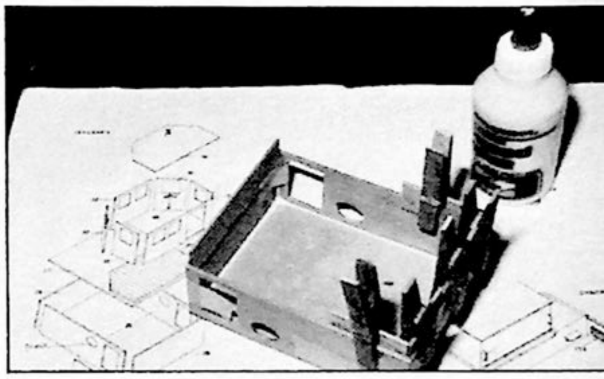

This view really shows the full depth and carrying capacity of the Puffers and illustrates the comparative size of the model. **Photo: Ray Brigden.**







Above left: photo 1, above right: photo 2, left: photo 3 and right: photo 4. See text for explanations.



In photo 3 the bulkheads have already been reinforced with glass-fibre matting and the deck has been fitted. Note the filler of the PVA wood glue run around all joints.

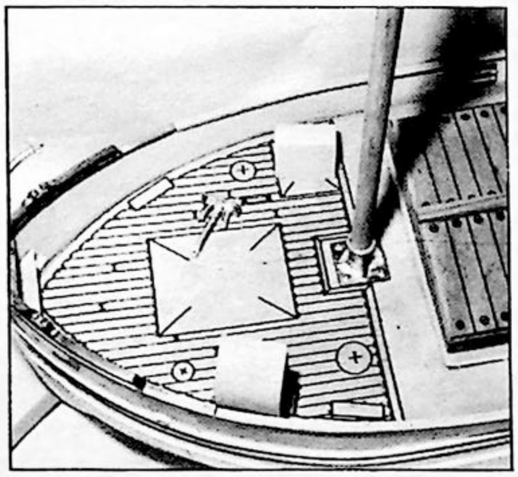
The deck house parts are all pre-cut from ply but do drill out the holes for the scuttles before assembly. In photo 4 can be seen the basic structure held together with tape, pegs holding the location tabs glued to the inner edges. In almost every respect the pre-cutting of parts was excellent with very little re-trimming to achieve a good fit of parts.

The cargo hatch is a plastic moulding which is clad in plywood as seen in photo 5. Note, too, the deck overlays from pre-printed plywood which *must* be pre-stained prior to gluing in place. I used a mixture of glossy clear varnish and a touch of orange glow enamel — purists may well wish to replank these areas. Photo 6 shows the foredeck overlay temporarily in place with the mast also temporarily test fitted. The toilet, lower left, and companionway are wood blocks which are clad with pre-printed ply. I was unhappy with the overlays which looked a little overscale in texture. For all 'wooden' areas above deck I substituted plastic sheet — I'll explain more fully when I get to the deckhouse . . .

The wheelhouse is a little more fiddly to construct, but if it is not rushed, there should be few problems. A trial fitting can be seen in photo 7 which reveals the plastic tube funnel and its associated metal fittings — once painted it absolutely looks the part.

Painting the Hull

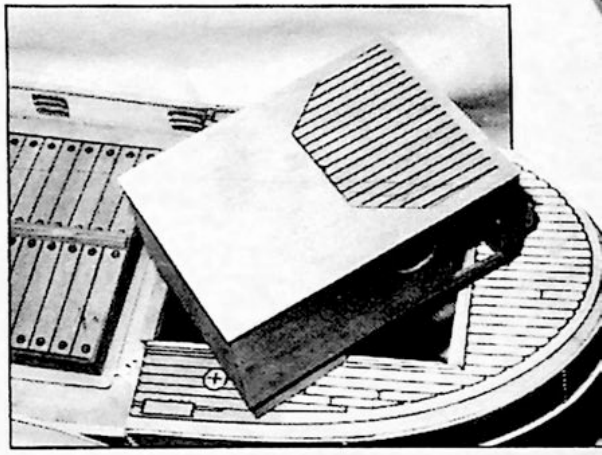
Before gluing the overlays the hull and decks must be painted and here I deviated slightly from standard procedure by spraying the *entire* assembly with cellulose car spray red primer, the 'brick' being ideal for the hull underside. Several coats are needed and it takes well over wooden parts provided, they have been treated hitherto to several coats of clear dope and sanding sealer. Once the primer has dried, mask off the waterline with drafting tape and lay on several coats of semi-gloss black enamel (photo 8).

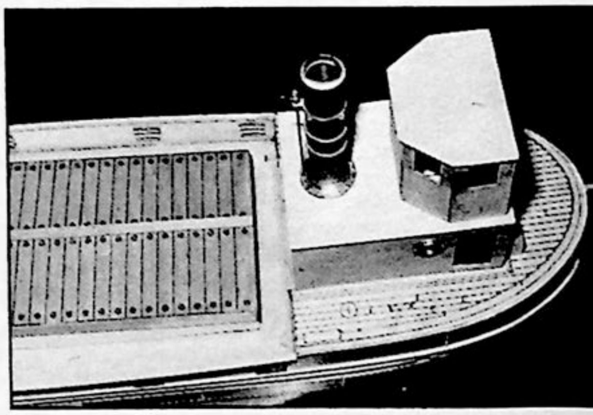


More Deck Detail

Returning to the deck, the cargo hatch was the next major item to be tackled and care is required here. There's an option which allows for the hatch covers to be left open and suitable ballast is provided. I decided I wanted the whole unit covered by a tarp but the olive-coloured nylon provided looked unrealistic. In the end I replaced this with an ordinary white linen handkerchief specially treated.

First I mixed some white and green water colour (Pelikon Plaka is best as it dries waterproof) to achieve a pale green colour associated with most tarps. The paint was considerably thinned and the linen soaked in a dish filled with the mixture, then removed and allowed to dry. It looks more realistic than nylon and can be weathered by dry brushing lead graphite dust on it or by adding a few drops of dirty brown enamel. It is glued to the hatch after that unit is otherwise complete and painted. Photo 9 shows the basic hatch prior to painting and the new tarp.

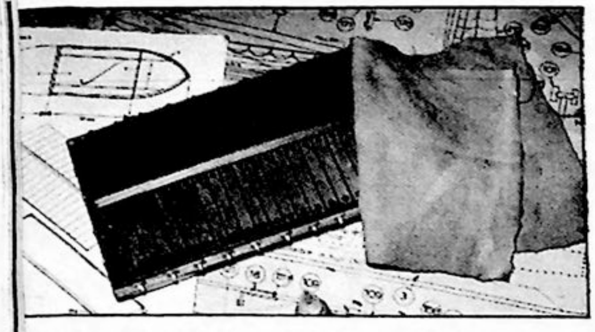


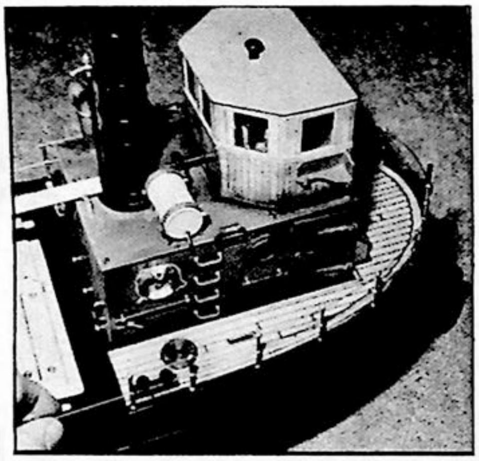


Spray Paint

Right: top photo 5, above: photo 6, above right: photo 7 and left photo 8.

Basic sub-assemblies of wood plastic and metal can all be primed prior to final painting. Photo 10 shows the assembled winch, funnel and deck-house after red oxide priming. In the case of the deck-house



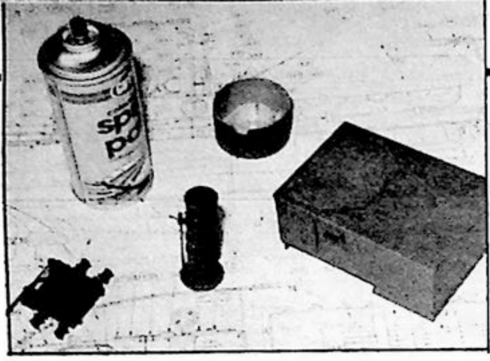


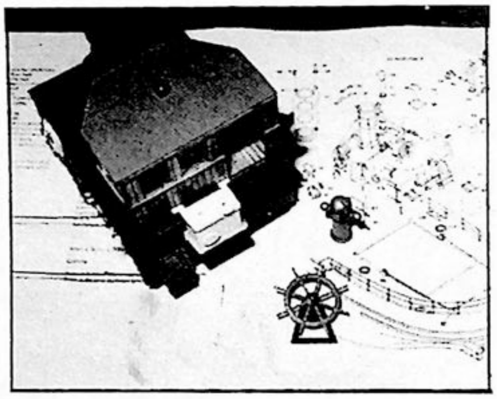
the primer colour is also close to the desired shade, so I contented myself with several spray coats and left it at that.

For the companionway, toilet and wheelhouse I decided to improve their image by cladding them in black sheet. Use a larger sheet of 10-thou plastic card and taping it to a large sheet of cardboard, score a series of parallel lines to simulate planking. Once this has been done mix up some *thick* matt yellow/brown enamel and place a dollop at the top edge of the plastic. Now using a cloth, and with *one wipe in one direction*, smear the paint down the plastic. It may take several attempts but the end result is, or should be, a realistic striated pale brown that looks like woodgrain. Once satisfied with the effects, cut up the plastic card to the desired sizes and face all wooden parts using super glue to attach them.

In the case of the wheelhouse, when gluing on the plastic sheet you can trap the acetate windows between the covering and the wood sides — a neat and quick way of glazing. In photo 11 things have moved on quite a lot. The various metal fittings have been assembled, primed and prepainted and await addition. The wheel and binnacle are superb castings and warrant careful brushwork. Note here, the wheelhouse temporarily fitted with the primed water tank offered up. Some trimming of this latter assembly was required but hardly a serious flaw. *All* metal parts of *Northlight* are of extremely high quality and under a realistic application of paint look thoroughly convincing.

Moving on a stage further, we next tackle the railings and stanchions. I deviated from the instructions and found it easier to super glue all stanchions in place and leaving them to harden. Next, I replaced the kit wire for a thinner 'whippy' gauge and *threaded* it *through* the stanchions *in situ* as seen in photo 12. Once satisfied with the assembly each contact point was fixed with super glue and later painted. The thinner wire easily conforms to the curve of the hull without undue tension.

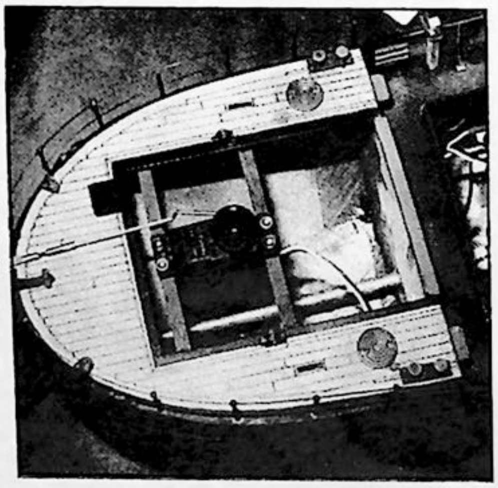


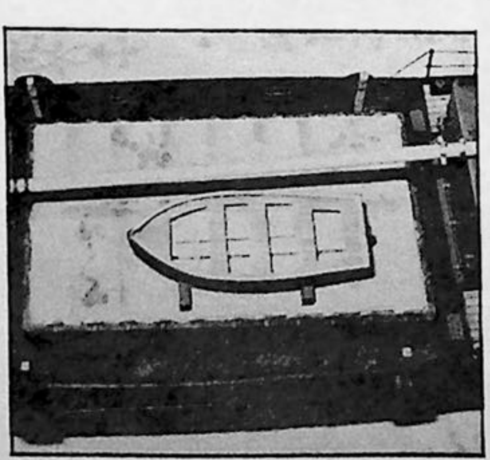


Top left: photo 9, top: photo 10, left: photo 12 and above: photo 11.

The various metal components that make up the winch are assembled as a complete unit, primed, painted and weathered *before* final installation. Most of the metal deck fittings were painted matt black and weathered by 'dry-brushing' mid grey overall to highlight the moulded detail. In photo 13 we can see the winch in place and also the mast being test-fitted. Note the ship's bell. As a small modification I cut off the last 'clapper rope' drilled a hole and cemented a length of thread in place.

Right: photo 13, below: photo 14, below right: photo 15 and bottom: photo 16.



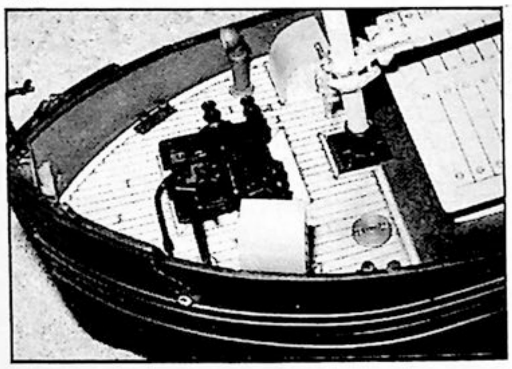


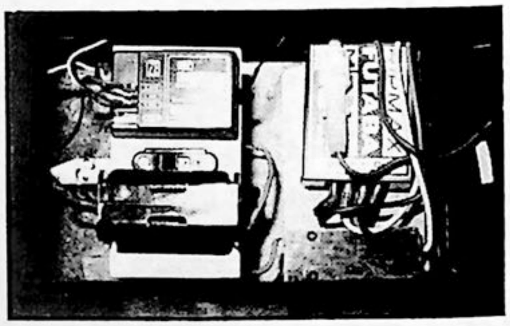
Drive Motor and R/C Installation

The instructions and drawings do not give step-by-step details as to installing a drive motor and radio control equipment, as obviously most builders have their own favourite recipes for tackling this part of a scale model ship project. One is not left entirely in the dark however, and a suggested motor, battery layout, and R/C locations are shown on the drawings.

The recommended motor is the ubiquitous Marx Monoperm, distributed by Ripmax, with 5*1.2-volt, 4 ampere/hour nicads supplying the power. This is an excellent choice of motor, readily available at most model shops, and being a relatively efficient machine, it will give a longer running time than many of the cheaper motors. A Monoperm was available from a now laid-up fishing boat, so this was a logical choice. An L-shaped aluminium motor mount was constructed and epoxied to the bottom of the hull, making sure that everything was in line by using a Dynapole coupling. These units feature a solid insert which is replaced with the universal joint after installation — an excellent idea.

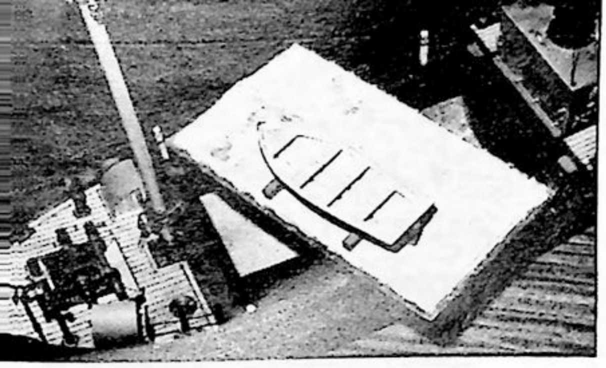
For battery power a 6-volt pack of the 2.5 ampere/hour Cyclon cells was used, but any 6-volt pack would be suitable. This was fixed to a plywood plate using servo tape. The plate was mounted about 1in. above the hull bottom by means of wood packing pieces to allow for lead ballast to be inserted later. This plate would also accommodate the Futaba Electronic Speed Controller, photo 15.

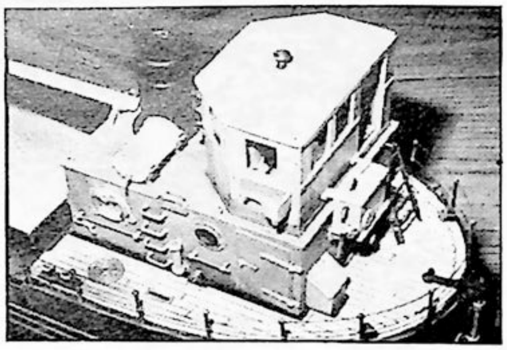




A two-function Futaba radio control outfit was used and the receiver, switch and battery pack were fixed onto another plywood plate, again using servo tape, above the motor. These could quite easily have gone into the rear hold underneath the wheelhouse, but it was more convenient in our installation to mount them in the main hold because of lead lengths, particularly from the speed controller.

The rudder servo was mounted on two ¼in. bearers epoxied to the underneath of the rear decks and across the rear hold, photo 14. A linkage was made up from the rudder to the servo and the necessary slot cut in the rear of the wheelhouse to accom-





modate the operating rod. The receiver aerial was stuck to the underside of the decks in the main hold area. All batteries were given their recommended charges and we were nearly ready for the water.

Nearing Completion

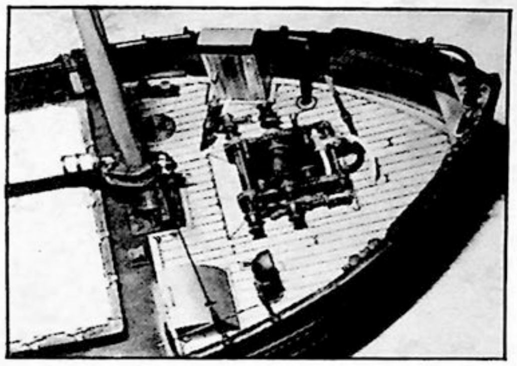
As construction proceeds, more and more detail parts are added to the deck, most of which are white metal. All need pre-painting prior to their installation. In photo 18 we can see some of this detail. The winch, in particular, is worthy of praise and you can readily see how dry-brushing — (flicking the detail with a brush on which only the barest amount of grey remains) brings out the best of the casting detail. The same effect has been meted out to the anchor and mast fittings. Note ship's boat of plastic/wood construction. Enthusiasts will want to add more detail to this, perhaps adding rowlocks, oars, tarp., etc. . . .

The midships view afforded by photos 16 and 17 reveals the removable hatch and ship's boat atop it. Note that the weathering treatment has been extended to the deck and bulwarks. Don't overdo the 'ageing' technique but do ensure that every part is similarly treated for the trick is to make the model appear as a whole and not obviously a collection of sub-assemblies.

In these photos is more evidence of further little modifications to give the model more character. Note the stained tarp and the wooden mast, clear doped with a touch of yellow added to achieve a warmer appearance. The area around the circular coal hatches have been weathered by graphite dust and the car kit rubber type fenders make a further realistic impression.

The final view of the bow section (photo 18) shows the rigging screw plates and turnbuckles which were to cause problems later on. Individual touches include the dog waiting patiently outside the W.C. having pulled out a strip of pink tissue from under the door! Mans' best friend is from a plastic kit and not provided by **Calder Craft** so don't complain to them that it's missing from *your* kit.

Turning to the stern (in photo 19) we can appreciate the amount of fine detail this kit provides. The water tank, door brackets, steps, running lights, etc., are easy to add and so well cast, very few require further work done to them. Note the deck lights (the rectangular slot beyond the coal hatch). I cut these out of the ply overlay, painted them a dark green then filled them with varnish to simulate glass.



Above left: photo 17, above: photo 18, left: photo 19.

In photo 20 we see more of the deckhouse application of final details and painting having taken place. The plastic card planking of the wheelhouse has been further enhanced by weathering along its bottom edges.

Photo 21 offers a view inside the wheelhouse doorway where sits the ship's cat (this supplied in the kit along with two superbly sculptured crew figures). The saucer of milk is plastic card! The servo arm has yet to be connected up at this stage nor has the dummy steering chain been installed. I would recommend not making the stern grating a permanent fixture as you may want to adjust or replace the rudder/servo linkage at some further date.

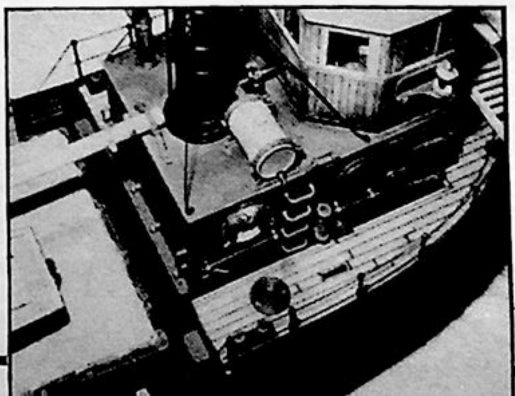
Rigging

Calder Craft provide all the necessary thread, etc., to complete the rigging of the model which is not as complex as it first looks. The full-size plans coupled with the assembly drawings and box-lid photos should help to sort out any grey areas. A caveat, however, in regard to the white metal turnbuckles and rigging plates.

Since these take the main shrouds and a little local strength is imparted, they are apt to sever if bent more than a few times. This is unavoidable and I omitted the castings, used fine wire for the rigging drilled into the hull sides and fixed with superglue. Later, turnbuckles can be reinstated by making new ones from Milliput or you could obtain working versions and modify accordingly. Certainly my small modification results in an assembly which is liable to last longer.

Take care with the rigging of the cargo boom and it's advisable not to make this permanent otherwise how will you get the hatch off? The instructions are a little vague on this point so use a little commonsense when finalising your running rigging; use slip knots — not glue!

Below: photo 20, right: photo 21.



Final Touches

Once the model had been ballasted out, just over 6lbs required, and the radio installation completed, check it over for any flaws or missed areas that need attention. I used Letraset to rename my model *Bellagh* from the Isle of Eigg, which may appal the purists amongst you, but I felt it valid in view of the fact that the kit does not claim to be any specific coaster. The options open to modellers, therefore, are wide, for **Calder Craft** have provided most of the variations and details of an average example.

Don't overdo the weathering, but since the hull is so well detailed it would be a shame not to highlight the detail. Faint, downward strokes of mid grey over the black finish bring out the rivet heads while some restrained application of rust-coloured enamel around certain areas of the hull add a further hint of realism. Do this *after* a coat or two of your favourite marine varnish.

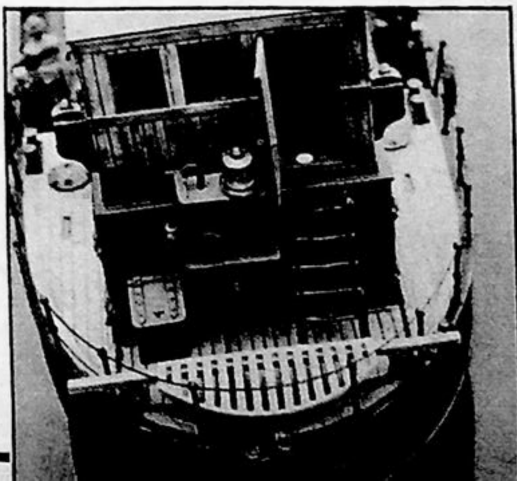
To summarise, I found this kit to be one of the most enjoyable models I have ever built — of any kind. Not being an expert on Highland Coasters, I cannot vouch 100% for its accuracy, but I *can* appraise it purely on its aspects as a construction kit. To many readers who have persevered this far, this feature may not seem to be much of a review, rather a glowing testimonial. I can only reply by truthfully saying that, previous comments not withstanding, I could not fault it in any way. It builds fairly easily, looks great on completion and handles well on the water — what more could you ask of it?

As can be seen from the photographs, the Puffer really looks at home in her natural environment and the Monoperm motor is more than capable of pushing the model along at a scale speed. With the electronic speed controller, precision manoeuvring can be achieved. With all models of this hull shape, going astern is an art and can only be learnt by practice, however this model is well suited to today's regatta courses, although perhaps a little more skill is required than those with bow thrusters, etc.

At the price the *North Light* also offers extremely good value for money and easily puts a high-class model well within the reach of the average boat modeller. The amount of prefabrication, coupled with the overall quality of the parts, not to mention the choice of subject, should put *North Light* amongst the top-sellers in the boat kit world.

Modellers seeking to learn more about Puffers, should seek out the Neil Munro books at their local library while diehard scale enthusiasts should turn to the January 1976 issue of *Model Boats* to find a feature by P. N. Thomas which details the Puffer *Incholm* and introduced the *Model Boats* plan MM/1178. Full details of builders, references, etc., are also provided.

In closing, may I echo **Calder Craft's** wish of happy sailing!



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No. 216 by Michael Ainsworth
Fletcher, Sumner and Gearing Classes – Part Two

With the end of the war in 1945 a number of *Gearing* Class destroyers were cancelled while others proceeded at a more leisurely pace to completion. The *Gearings* arrived too late to see any appreciable war service and none of the class was lost from war causes. A few units were reclassified in the period 1949-53, some as Radar Pickets and others as Anti-Submarine Escorts, but without radical changes in appearance. Many of the *Fletchers* were also reclassified as DDE (escort destroyers) in the same period, only to revert to their original DD classification in 1962. The *Sumners*, after some minor armament modifications, went into reserve until the early sixties.

The three destroyer classes were rapidly approaching obsolescence when, in the period 1960-64, many were taken in hand for modernisation under the FRAM (Fleet Rehabilitation and Modernisation) Programme. The intent was to make these, still useful, hulls into effective A/S warships by extensive re-armament including the fitting of modern missile systems and, in most cases, a hanger for a DASH drone helicopter. In these conversions the larger size of the *Gearing* hulls proved their worth as they had the stability to undergo the increase in top hamper the modifications entailed. Practically all of the class was converted, 79 under the FRAM I Programme and 16 under the, less extensive, FRAM II. In addition to the *Gearing* Class, 33 *Sumner* Class, and three *Fletcher* Class received FRAM II conversions. The cost of a FRAM I conversion came to about $11 million while that of a FRAM II was about $7 million.

Unlike most modification programmes the changes resulted in very handsome ships with a new profile that was substantially different from the old. Apart from the DASH hangar just aft of the second funnel, the heavy tripod mast forward, the ASROC launcher when fitted, and the new funnel caps were all distinctive features. They all retained at least part of their original 5 inch gun armament; some retained it all. The programme was intended to extend the life of the ships by eight to ten years in the case of FRAM I conversions, and five years in the case of FRAM II.

The DASH (Drone Anti-Submarine Helicopter) programme turned out to be a dismal failure. The small unmanned helicopter was supposed to be guided onto its target by a deck control officer in the first instance, then, just before the target was reached, the operation was taken over by the destroyer's combat information centre. At this point the weapon, a homing torpedo, would be launched and the DASH would return to the ship, the deck control officer resuming control for the approach and landing. It was a small machine, the rotor diameter was only 20 feet, and it weighed about one ton at take-off. This small size may have been its undoing as it proved very difficult to operate in heavy weather and over 400 drones were lost before the programme was abandoned in 1969. Unfortunately the FRAM programme had been designed around *Dash* and the flight deck on the converted destroyers was not strong enough to take the manned helicopters which other navies had proved to be the essential anti-submarine weapon. This failure was, rather unfairly, attributed to the FRAM programme rather than to the aborted DASH, and it was severely criticised as being a waste of money.

The run-down of the *Fletcher* class started just after the war with the scrapping of ships that had been heavily damaged in the closing months of the conflict. In the middle of the fifties disposal to friendly foreign navies started and 53 of the class started a new life under another flag. None of the three *Fletchers* converted to FRAM II were sold abroad and these, together with the remaining ships still with the US Navy, had all been disposed of by the mid-seventies.

As described earlier 33 *Sumner* Class were converted to FRAM II, none received the more extensive FRAM I conversion. 27 of the class went to foreign navies, 18 of these being FRAM conversions, and the rest had all been disposed of by the end of 1974. The *Gearing* Class, being more extensively modernised, lasted somewhat longer, the most recent disposals being within the last year. Again many of these, 57 in all, found a new home abroad and, since most of the class had been modernised, these were all FRAM conversions. One ship, DD754 *Frank E Evans (Sumner* Class), was lost as the result of a collision with the Australian aircraft carrier *HMAS Melbourne* in the South China Sea on 2 June 1969. She was cut in two and the forepart sank. The after half was towed back to port but was not considered worth repair and was scrapped. Another casualty was the Turkish *Kocatepe I*, ex-*DD861 Harwood*, sunk in error by Turkish aircraft on 22 July 1974 during the Turkish invasion of Northern Cyprus, an error no doubt the result of the presence in

FLETCHER, SUMNER & GEARING CLASSES - TRANSFERS TO OTHER NAVIES

FLETCHER Class

Ship	Transfer To	Date	New Name
DD468 TAYLOR	*Italy*	*02 Jul 69*	*LANCIERE*
DD472 GUEST	*Brazil*	*05 Jun 59*	*PARA*
DD473 BENNETT	*Brazil*	*15 Dec 59*	*PARAIBA*
DD500 RINGGOLD	*W. Germany*	*14 Jul 59*	*Z2*
DD509 CONVERSE	*Spain*	*15 Jul 59*	*ALMIRANTE VALDEZ*
DD515 ANTHONY	*W. Germany*	*17 Jan 58*	*Z1*
DD516 WADSWORTH	*W. Germany*	*06 Oct 59*	*Z3*
DD517 WALKER	*Italy*	*02 Jul 69*	*FANTE*
DD520 ISHERWOOD	*Peru*	*15 Dec 60*	*GUISE*
DD521 KIMBERLY	*Taiwan*	*01 Jun 67*	*AN YANG*
DD528 MULLANY	*Taiwan*	*06 Oct 71*	*CHING YANG*
DD532 HEERMANN	*Argentina*	*01 Aug 61*	*BROWN*
DD540 TWINING	*Taiwan*	*06 Oct 71*	*KWEI YANG*
DD541 YARNALL	*Taiwan*	*10 Jun 68*	*KUEN YANG*
DD544 BOYD	*Turkey*	*01 Oct 69*	*ISKENDERUN*
DD545 BRADFORD	*Greece*	*27 Sep 62*	*THYELLA*
DD546 BROWN	*Greece* .	*27 Sep 62*	*NAVARINON*
DD547 COWELL	*Argentina*	*17 Aug 71*	*ALMIRANTE STORNI*
DD550 CAPPS	*Spain*	*15 May 57*	*LEPANTO*
DD551 DAVID W TAYLOR	*Spain*	*15 May 57*	*ALMIRANTE FERRANDIZ*
DD556 HAILEY	*Brazil*	*20 Jul 61*	*PERNAMBUCO*
DD561 PRICHETT	*Italy*	*10 Jan 70*	*GENIERE*
DD569 AULICK	*Greece*	*21 Aug 59*	*SFENDONI*
DD570 CHARLES AUSBURNE	*W. Germany*	*12 Apr 64*	*Z6*
DD571 CLAXTON	*W. Germany*	*15 Dec 59*	*Z4*
DD572 DYSON	*W. Germany*	*17 Feb 60*	*Z5*
DD573 HARRISON	*Mexico*	*Aug 70*	*CUAUTHEMOC*
DD574 JOHN RODGERS	*Mexico*	*Aug 70*	*CUITLAHUAC*
DD581 CHARRETTE	*Greece*	*15 Jun 59*	*VELOS*
DD582 CONNER	*Greece*	*15 Sep 59*	*ASPIS*
DD583 HALL	*Greece*	*09 Feb 60*	*LONCHI*
DD596 SHIELDS	*Brazil*	*01 Jul 72*	*MARANHAO*
DD630 BRAINE	*Argentina*	*01 Aug 61*	*ALMIRANTE DOMECQ GARCIA*
DD631 ERBEN	*S. Korea*	*01 May 63*	*CHUNG MA*
DD642 HALE	*Colombia*	*23 Jan 61*	*ANTIOQUIA*
DD644 STEMBEL	*Argentina*	*01 Aug 61*	*ROSALES*
DD651 COGSWELL	*Turkey*	*01 Oct 69*	*IZMIT*
DD656 VAN VALKENBURGH	*Turkey*	*28 Feb 67*	*IZMIR*
DD663 HEYWOOD L EDWARDS	*Japan*	*10 Mar 59*	*ARIAKE*
DD664 RICHARD P LEARY	*Japan*	*10 Mar 59*	*YUGURE*
DD668 CLARENCE K BRONSON	*Turkey*	*14 Jan 67*	*ISTANBUL*
DD670 DORTCH	*Argentina*	*01 Aug 61*	*ESPORA*
DD673 HICKOX	*S. Korea*	*15 Nov 68*	*PUSAN*
DD675 LEWIS HANCOCK	*Brazil*	*02 Aug 67*	*PIAUI*
DD678 McGOWAN	*Spain*	*31 Nov 60*	*JORGE JUAN*
DD686 HALSEY POWELL	*S. Korea*	*27 Apr 68*	*SEOUL*
DD689 WADLEIGH	*Chile*	*Jul 62*	*BLANCO ENCALADA*
DD794 IRWIN	*Brazil*	*10 May 68*	*SANTA CATARINA*
DD795 PRESTON	*Turkey*	*15 Nov 69*	*ICEL*
DD796 BENHAM	*Peru*	*08 Oct 61*	*VILLAR*
DD797 CUSHING	*Brazil*	*20 Jul 61*	*PARANA*
DD799 JARVIS	*Spain*	*03 Nov 60*	*ALCALA GALIANO*
DD804 ROOKS	*Chile*	*Jul 62*	*COCHRANE*

the Greek navy of several sister ships. She was replaced by *Kocatepe II*, ex-DD859 *Norris*. All *Gearing* Class destroyers with the US Navy have not left the active list.

Mention should be made of one other ship which could easily have been mistaken for a FRAM conversion. The *Fletcher* Class DD531 *Hazelwood* was fitted with a DASH hangar and flight deck, replacing Numbers 3 and 4 guns, to serve as a DASH test ship.

The drawings show two of the three ships illustrated in October, *Allen M Sumner* and *Gearing* in their FRAM configuration. Since *Fletcher* was not converted one of her three sisters given a FRAM II face lift, *Radford*, is shown. As mentioned earlier there were some differences in armament and appearance and this held for individual ships and sub-classes within the *Gearing* Class. The principal points of recognition were as follows:

FRAM I 'Model A' Two twin 5 inch mounts forward.

FRAM I 'Model B' Two twin mounts, one forward, one aft as in *Gearing*.

FRAM I 'Model C' One twin mount forward in Number 1 position. Large bridge.

FRAM II ex-DDR All three twin mounts retained (4 ships).

FRAM II ex-DDR All three twin mounts retained; no DASH hangar (2 ships)

FRAM II ex-DDE Two twin mounts in Numbers 1 and 3 positions (6 ships)

The most immediate point of recognition between FRAM I and FRAM II was the large box-like ASROC mounting between the stacks on the FRAM I ships. Note also that only *Sumner* and *Fletcher* Class FRAM II conversions carried VDS (Variable Depth Sonar) a large winch arrangement at the stern.

The characteristics of *Radford*, *Sumner* and *Gearing* as FRAM conversions were as follows:

Radford:
Displacement: 2,425/3,500
Standard/Full Load
Machinery: 60,000 SHP = 35 knots
Armament: 2 — 5 inch; 1 ASR
(Mk 108); 6 — Mk 32
ASW TT; Hedgehogs.
Complement: About 250

Sumner:
Displacement: 2,200/3,320
Standard/Full Load
Machinery: 60,000 SHP = 35 knots
Armament: 6 — 5 inch; 2 — Mk 25 TT;
6 — Mk 32 ASW TT; Hedgehogs.
Complement: 274

Gearing:
Displacement: 2,425/3,500 tons
Standard/Full Load
Machinery: 60,000 SHP = 34 knots
Armament: 4 — 5 inch; 1 ASROC;
6 — Mk 32 ASW TT.
Complement: 274

Colours of ships in the post-war US Navy are haze grey with dark grey decks, black waterline and funnel caps. Markings on DASH deck in yellow; numerals at bow (large) and stern (very small) white with black shadow line.

Glossary of terms:

ASR, ASROC	Anti-Submarine Rocket
ASW	Anti-Submarine Warfare
DASH	Drone Anti-Submarine Helicopter
DD	US Navy category code for destroyer.
DDE	US Navy category code for destroyer-escort.
DDR	US Navy category code for radar picket.
FRAM	Fleet Rehabilitation and Modernisation.
Hedgehog	24 spigot mortar projector firing depth bombs ahead of ship.
VDS	Variable Depth Sonar.

A model of DD862 *Vogelgesang* was featured in the July issue of MB. The cover picture and close-up shots of this superb model make an excellent guide to colours and on-board detail.

Correction: In a previous issue the plan of *Gearing* showed the date 1944. This should, of course, be 1945.

ALLEN M SUMNER Class

DD694 INGRAHAM**	Greece	Jul 71	MIAOULIS
DD696 ENGLISH	Taiwan	11 Aug 70	HUEI YANG
DD697 CHARLES S SPERRY**	Chile	08 Jan 74	ZENTENO
DD699 WALDRON**	Colombia	30 Oct 73	SANTANDER
DD700 HAYNSWORTH	Taiwan	12 May 70	YUEH YANG
DD702 HANK	Argentina	01 Jul 72	SEGUI
DD703 WALLACE L LIND**	S. Korea	Dec 73	DAE GU
DD704 BORIE**	Argentina	01 Jul 72	BOUCHARD
DD705 COMPTON	Brazil	27 Sep 72	MATO GROSSO
DD709 HUGH PURVIS**	Turkey	15 Feb 72	ZAFER
DD727 DE HAVEN**	S. Korea	Dec 73	IN CHEON
DD728 MANSFIELD**	Argentina	Jun 74	(Used for spares)
DD730 COLLETT**	Argentina	Apr 74	BUENA PIEDRA
DD731 MADDOX	Taiwan	06 Jul 72	PO YANG
DD745 BRUSH	Taiwan	02 Dec 69	HSIANG YANG
DD746 TAUSSIG**	Taiwan	06 May 74	LO YANG
DD747 SAMUEL N MOORE	Taiwan	02 Dec 69	HENG YANG
DD758 STRONG**	Brazil	31 Oct 73	RIO GRANDE DO NORTE
DD760 JOHN W THOMASON**	Taiwan	06 May 74	NAN YANG
DD770 LOWRY**	Brazil	29 Oct 73	ESPIRITO SANTO
DD775 WILLARD KEITH	Colombia	01 Jul 72	CALDAS
DD776 JAMES C OWENS**	Brazil	16 Jul 73	SERGIPE
DD777 ZELLARS*	Iran	Mar 71	BABR
DD779 DOUGLAS H FOX**	Chile	08 Jan 74	MINISTRO PORTALES
DD780 STORMES**	Iran	Mar 71	PALANG
DD781 ROBERT K HUNTINGTON**	Venezuela	31 Oct 73	FALCON
DD857 BRISTOL	Taiwan	22 Sep 69	HUA YANG
DD711 EUGENE A GREENE*	Spain	31 Aug 72	CHURRUCA
DD713 KENNETH D BAILEY**	Iran	13 Jan 75	(Used for spares)
DD714 WILLIAM R RUSH*	S. Korea	01 Jul 78	KANG WON
DD716 WILTSIE*	Pakistan	29 Apr 77	TARIQ
DD719 EPPERSON*	Pakistan	29 Apr 77	TAIMUP
DD742 FRANK KNOX**	Greece	30 Jan 71	THEMISTOCLES
DD764 LLOYD THOMAS*	Taiwan	12 Oct 72	DANG YANG
DD765 KEPPLER**	Turkey	30 Jun 72	TINAZTEPE
DD782 ROWAN*	Taiwan	18 Dec 75	CHAO YANG
DD783 GURKE*	Greece	17 Mar 77	TOMBASIZ
DD784 MCKEAN*	Turkey	12 Oct 82	?
DD785 HENDERSON*	Pakistan	30 Apr 80	TUGHRIL
DD786 RICHARD B ANDERSON*	Taiwan	10 Jun 77	KAI YANG
DD787 JAMES E KYES*	Taiwan	18 Apr 73	CHIEN YANG
DD789 EVERSOLE*	Turkey	11 July 73	GAYRET
DD790 SHELTON*	Taiwan	18 Apr 73	LAO YANG
DD805 CHEVALIER**	S. Korea	05 Jul 72	CHUNG BUK
DD817 CORRY*	Greece	May 81	?
DD818 NEW*	S. Korea	23 Feb 77	TAEJON
DD819 HOLDER*	Ecuador	01 Sep 78	?
DD822 ROBERT H MCCARD*	Turkey	05 Jun 80	KILIC ALI PASA
DD825 CARPENTER*	Turkey	27 Feb 81	ANITTEPE
DD827 ROBERT A OWENS*	Turkey	24 Feb 82	?
DD829 MYLES C FOX*	Greece	02 Aug 80	?
DD830 EVERETT F LARSON**	S. Korea	23 Feb 77	JEONG BUK
DD832 HANSON*	Taiwan	18 Apr 73	LIAO YANG
DD833 HERBERT J THOMAS	Taiwan	06 May 74	HAN YANG
DD835 CHARLES P CECIL*	Greece	02 Aug 80	APOSTOLIS
DD837 SARSFIELD*	Taiwan	01 Oct 77	TE YANG
DD838 ERNEST G SMALL**	Taiwan	Feb 71	FU YANG
DD839 POWER*	Taiwan	01 Oct 77	SHEN YANG
DD841 NOA*	Spain	31 Oct 73	BLAS DE LAZO
DD842 FISKE*	Turkey	05 Jun 80	PIYALE PASA
DD849 RICHARD E KRAUS*	S. Korea	30 Oct 72	KWANG JU
DD851 RUPERTUS*	Greece	10 Jul 73	KOUNTOURIOSIS
DD852 LEONARD F MASON*	Taiwan	10 Mar 78	?
DD853 CHARLES H ROAN*	Turkey	21 Sep 73	CAKMAK
DD859 NORRIS**	Turkey	07 Jul 74	KOCATEPE II
DD861 HARWOOD**	Turkey	17 Sep 71	KOCATEPE I
DD862 VOGELGESANG*	Mexico	24 Feb 82	?
DD863 STEINAKER*	Mexico	24 Feb 82	?
DD864 HAROLD J ELLISON*	Pakistan	01 Oct 83	SHAH JEHAN
DD866 CONE*	Pakistan	01 Oct 82	?
DD869 ARNOLD J ISBELL*	Greece	04 Dec 73	SACHTOURIS
DD871 DAMATO*	Pakistan	30 Sep 80	TIPPU SULTAN
DD872 FORREST ROYAL*	Turkey	27 Mar 71	ADATEPE
DD875 HENRY W TUCKER*	Brazil	03 Dec 73	MARCILIO DIAS
DD876 ROGERS*	S. Korea	25 Jul 81	JEON JU
DD877 PERKINS**	Argentina	15 Jan 73	PY
DD879 LEARY*	Spain	31 Oct 73	LANGARA
DD880 DYESS*	Greece	May 81	?
DD881 BORDELON*	Iran	01 Feb 77	(Used for spares)
DD882 FURSE*	Spain	31 Aug 72	GRAVINA
DD886 ORLECK*	Turkey	01 Oct 82	?
DD887 BRINKLEY BASS*	Brazil	03 Dec 73	MARIZ E BAROS
DD888 STICKEL*	Greece	01 July 72	KANARIS
DD889 O'HARE*	Spain	31 Oct 73	MENDEZ MUNEZ
DD890 MEREDITH*	Turkey	82	SAVASTEPL

* FRAM I
** FRAM II

FRAM CONVERSIONS NOT DISPOSED OF ABROAD

GEARING CLASS - FRAM I

DD710 GEARING
DD715 WILLIAM M WOOD
DD717 THEODORE E CHANDLER
DD718 HAMNER
DD743 SOUTHERLAND
DD763 WILLIAM C LAWE
DD788 HOLLISTER
DD806 HIGBEE
DD808 DENNIS J BUCKLEY
DD820 RICH

DD821 JOHNSTON
DD823 SAMUEL B ROBERTS
DD824 BASILONE
DD826 AGERHOLM
DD836 GEORGE K MACKENZIE
DD840 GLENNON
DD843 WARRINGTON
DD844 PERRY
DD845 BAUSSELL
DD846 OZBOURN

DD847 ROBERT L WILSON
DD850 JOSEPH P KENNEDY JR
DD865 CHARLES R WARE
DD867 STRIBLING
DD868 BROWNSON
DD870 FECHTELER
DD873 HAWKINS
DD878 VESOLE
DD883 NEWMAN K PERRY
DD884 FLOYD B PARKES
DD885 JOHN R CRAIG

GEARING CLASS - FRAM II

DD807 BENNER
DD831 GOODRICH

DD834 TURNER
DD847 DUNCAN

DD858 FRED T BERRY
DD860 MCCAFFERY

FLETCHER CLASS - FRAM II

DD446 RADFORD

DD447 JENKINS

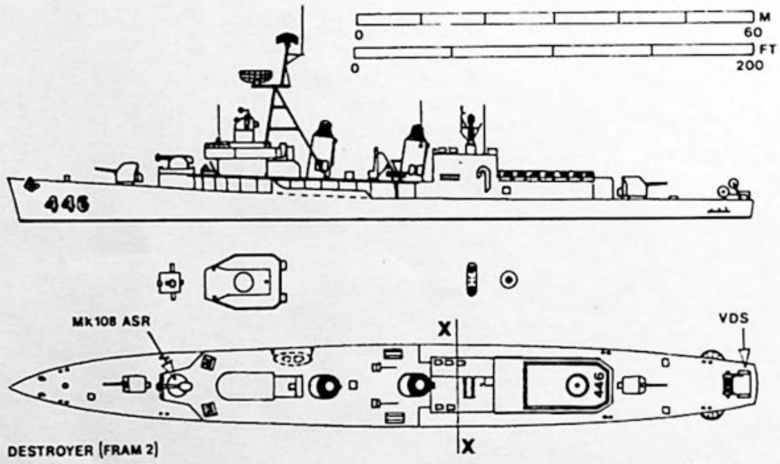
DD449 NICHOLAS

SUMNER CLASS - FRAM II

DD692 ALLEN M SUMNER
DD693 MOALE
DD698 AULT
DD723 WALKE
DD724 LAFFEY

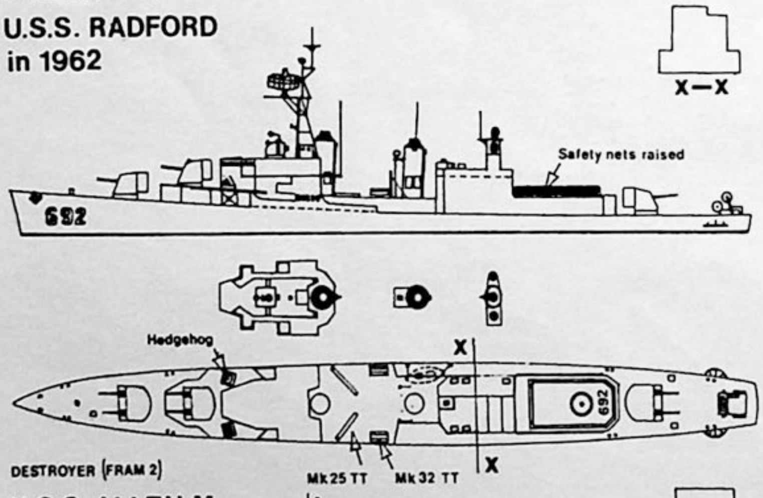
DD725 O'BRIEN
DD729 LYMAN K SWENSON
DD744 BLUE
DD752 ALFRED A CUNNINGHAM
DD754 FRANK E EVANS

DD755 JOHN A BOLE
DD757 PUTNAM
DD759 LOFBERG
DD778 MASSEY


M
0
60
FT
0
200
446
Mk108 ASR
X
VDS
446
X

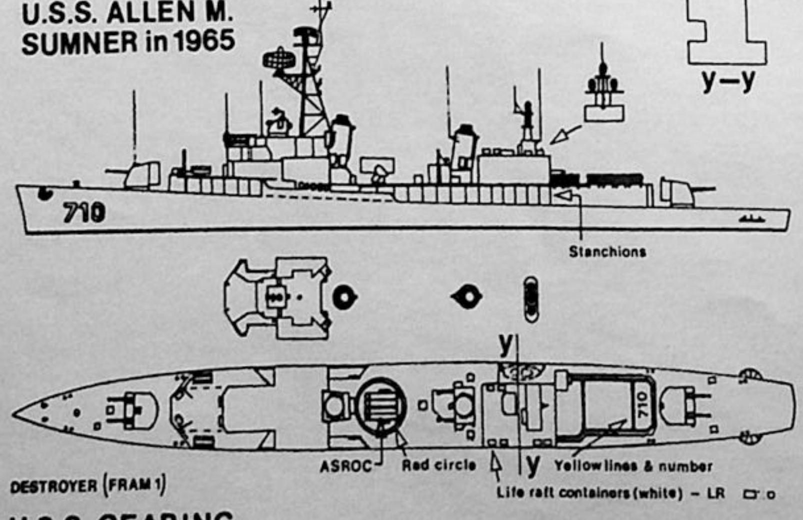
DESTROYER (FRAM 2)

U.S.S. RADFORD in 1962


X—X
Safety nets raised
692
Hedgehog
X
692
Mk25 TT
Mk32 TT
X

DESTROYER (FRAM 2)

U.S.S. ALLEN M. SUMNER in 1965


y—y
710
Stanchions
y
710
ASROC
Red circle
y
Yellow lines & number
Life raft containers (white) – LR

DESTROYER (FRAM 1)

U.S.S. GEARING

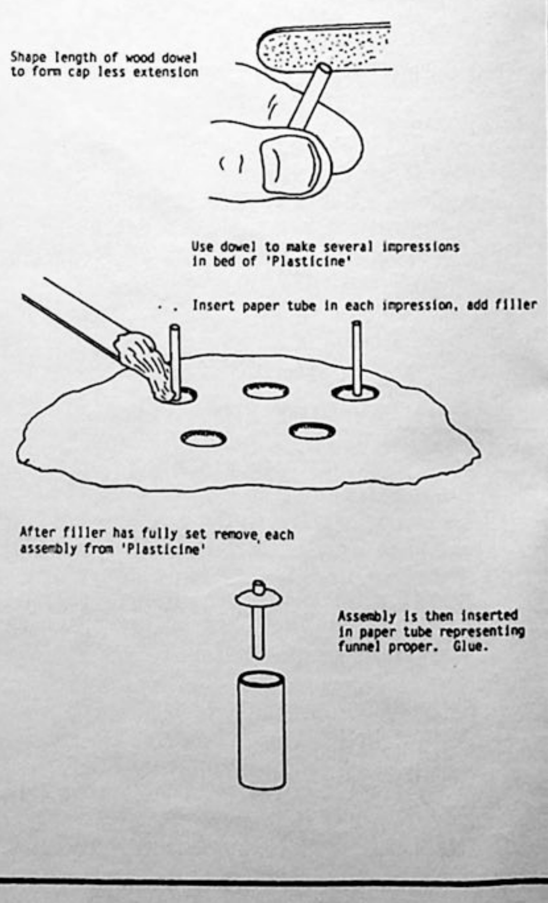
Modelling Hint

The funnel caps on the FRAM conversions can be made from body filler as described in the previous four articles. A short length of wood dowel of the correct diameter is used as a master, one end being sanded into the shape of the funnel cap minus the exhaust extension. A number of impressions are then made in a bed of 'Plasticine' as shown. The extensions consist of a short length of paper tubing rolled around a former to the correct diameter and then cut into short lengths. These are carefully inserted into the exact centre of each of the impressions allowing a sufficient length to protrude into the 'Plasticine' to conform to the height of the extension.

The filler is then mixed and ladled into the impressions around the tubing. Take care to work it into the cavity so as not to have any air holes; in any event always do several more than you think you will need and discard all but the best. After the filler has hardened you can remove the assemblies from the 'Plasticine' by lifting out the tube with its 'cap' in place. Some shaping with a sharp knife or razor blade may be necessary to level the underside of the cap. A larger paper tube makes up the funnel proper and after this has been formed and cut to length, the length of thinner tube with its cap can be dropped into the open end and glued. While some modellers prefer to make their funnels solid in this small scale it is surprising how effective a hollow funnel looks. The interior of any hollow funnel should always be painted flat black, but the funnel cap is one place where a slight gloss shows off to advantage.

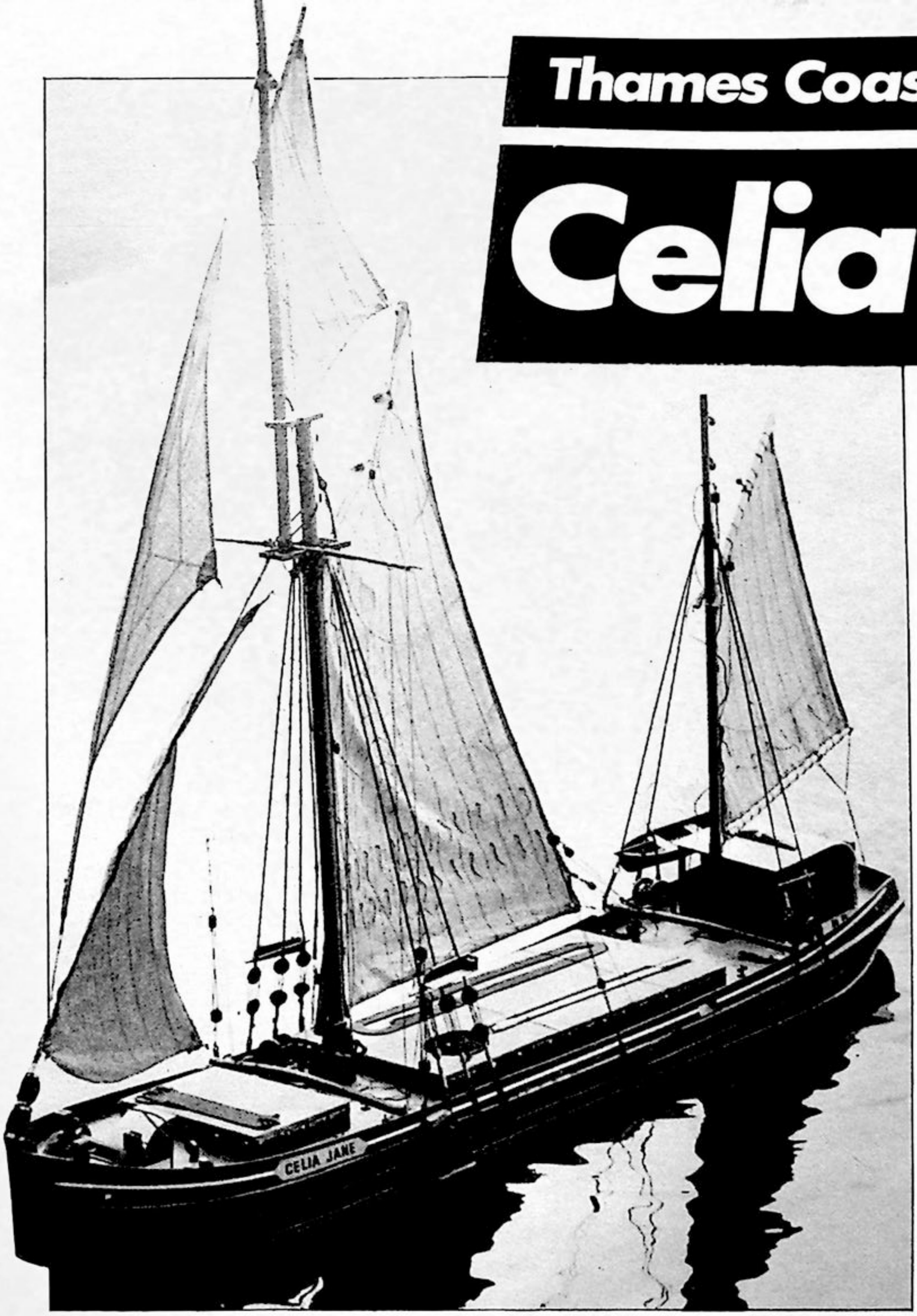
Next Month: The *Colony* Class Cruisers — Part I

Making Funnel Caps


Shape length of wood dowel to form cap less extension
Use dowel to make several impressions in bed of 'Plasticine'
Insert paper tube in each impression, add filler
After filler has fully set remove each assembly from 'Plasticine'
Assembly is then inserted in paper tube representing funnel proper. Glue.

Thames Coastal Sailing Barge

Celia Jane



Part four

The final part of our instructions to build a most popular model boating subject. Scale: ½in. to 1ft. Overall length: 50in. Drawn and described by David Metcalf

Ann Metcalf describes Sailmaking Process

When David asked me to make the sails for *Celia Jane*, he offered me extra help with the washing-up, etc. I readily agreed, not really knowing exactly what was required. I soon found out that they would take a little longer than the couple of evenings I first thought, but they should not be beyond the scope of most amateur dressmakers. If you do not fancy sewing or cannot persuade anyone to make the sails for you, there is a no-sew method in the book 'Modelling Thames Sailing Barges' by Ewart C. Freeston and Bernard Kent.

On the advice of Mike Taylor and the above book, David bought some draughting linen. We washed this in very hot water and detergent to remove the stiffening before dyeing it with Dylon Cold Water Dye colour Autumn Glory, together with sufficient ⅛in. piping cord to go round the edges of the sails where shown on the plans, plus an extra yard or so to allow for shrinkage. (This is fairly cheap and obtainable from haberdashery shops/departments.)

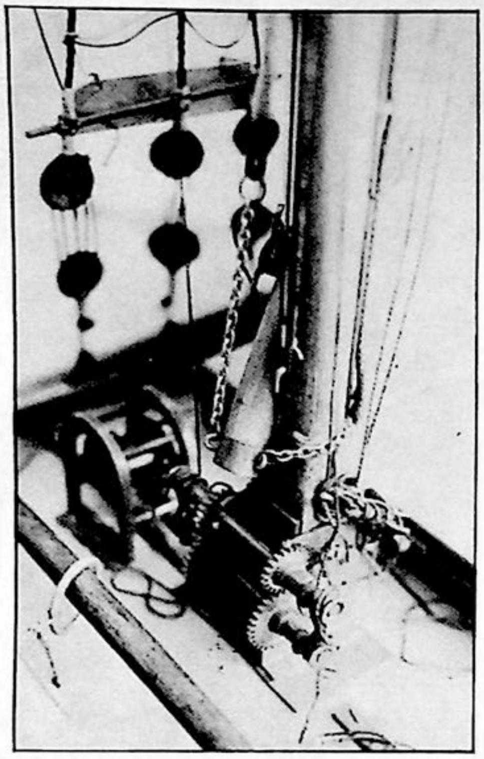
After washing, the material becomes limp and soft and gives the right scale appearance. When the fabric was dry I ironed it using a fairly hot iron to remove the creases prior to cutting out; these are soon regained after handling. The patterns for the sails were cut out to exact size on tracing paper and the direction of the canvas strips was also shown. Then the patterns were pinned to the material having the straight grain of the fabric parallel to the canvas strips. I cut out the sails allowing an extra ¼in.-⅜in. all round for the hem. (In the case of the fore stay-sail it is only possible to have one half on the straight grain unless it is made in two sections. I found however that it was quite satisfactory to have only one piece if extra care was taken to prevent stretching the bias edges).

The next stage is to tack the pattern to the fabric, then having the material uppermost, turn in half the hem allowance and tack in position. It was necessary to clip the curved edges slightly to allow the material to lie flat. I turned the hem again and tacked it again through all thicknesses of the material and the paper pattern; that is, the hem must be turned away from the paper (the pattern is on the 'right side' of the material.) You may find it neater to mitre the corners. I stitched the hems by machine using a matching polyester thread (this looks finer than cotton thread), a fine needle and a fairly small straight stitch. I found that if I left the pattern in position, as described, it prevented the material from stretching on the bias edges and the resulting sail was true to shape. After stitching I removed all tacking stitches and tore away the pattern. (A good vacuum cleaner comes into its own for clearing up after this stage!)

The corners were reinforced where shown by cutting small scraps of material slightly larger than required, turning in the edges and slip-stitching in position.

The lines of stitching which represent the canvasses stitched together on the 'real thing' were marked using tailor's chalk and a ruler, then machine stitched as before either side of the chalk line.

The edge cords were slip stitched in position where shown on the plan forming cringles where necessary. I used the same polyester thread as before but I waxed it with beeswax before use. The ends of the



Above, mainmast foot showering lowering lutchet or tabernacle and attachment of main gaff.

cords tended to fray and I found the best way to prevent this was to buttonhole-stitch both ends for about $^3/_8$in. over the cord.

The eyelet holes were made smaller than required with sharp-pointed scissors. I reinforced them with a double thickness of fine crochet cotton (No. 20 or No. 40), overcast with waxed polyester thread before buttonhole stitching the hole with waxed polyester thread. All this handling on single thickness material tends to enlarge the hole, hence the importance of making it smaller than required in the first place.

The bolt ropes were made from waxed (to prevent fraying) carpet thread. It is easiest to tie a knot 2in. from the end of a length of this threaded through a needle, pass it through the sail, knot it on the other side and then trim to the required length. Back to David.

Running Rigging

For this I used a different type of thread, a soft but strong weaving thread, the same diameter as the carpet thread, but a far finer weave. I dyed and treated it exactly as for the standing rigging.

Now we have the sails made and the running rigging cord ready we can start bending the sails on.

Mizzen Sail

This is fixed to the mizzen boom and the mizzen gaff along the bottom and top edges by tying the thread off at the ends, then stitching the sails on (passing the thread between the sail hem and the edge cord) as shown on the drawing. Tie the thread off at the end to the spar.

Tie a single block to the mizzen gaff and one to the mast itself, then tie the main and lower brail threads to the edge of the sail, pass through the block and tie off to cleats as shown on drawing.

The mizzen mast should now be completed.

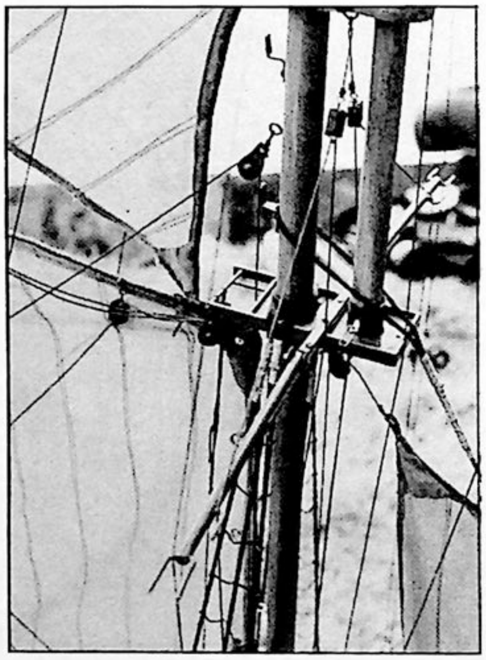
Topsail

First tie a single metal block to the step at the top of the topmast, and tie the headstick to the top edge of the headsail with a length of thread from the hole in the centre of the headstick through the metal block and tied off on cleat at mast base.

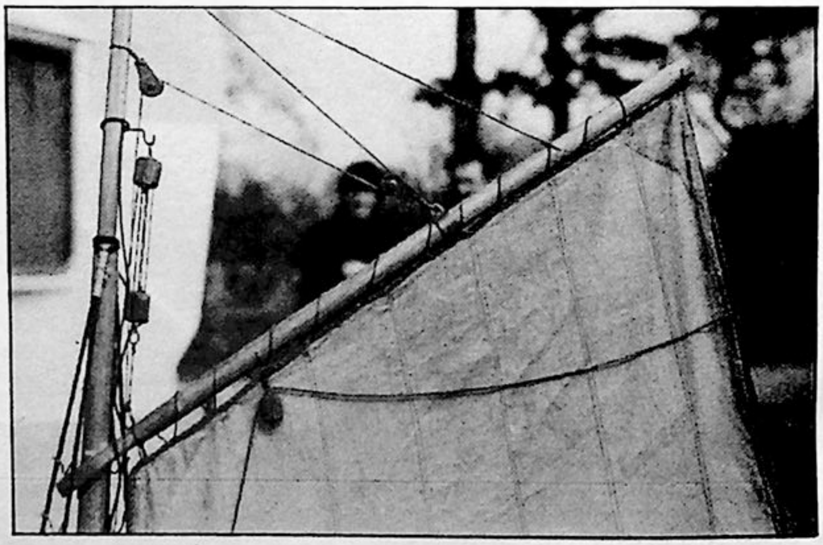
Tie a metal block to the top eye on the sprit and a length of thread to the corner of the topsail, pass this through the metal block and tie a wooden block on the end of it as shown. Tie a length of thread to the cord that is holding up the foot of the sprit (about $^1/_3$ of the way up from the bottom), pass this thread through the wooden block and tie off to the cleat on the sprit.

I then tied off the leading edge of the sail to the topmast by a loop of thread through the holes in the leading edge and through the mast loops.

Now tie a length of thread through the cringle at the foot of the sail and straight down to a cleat on the mast base. The topsail is now complete.



Above, the mainmast crosstree, spreader, etc. Right. mizzen gaff and running rigging.



Mainsail

First, with a short length of thread, tie off the top loop to the bottom eye on the end of the sprit; with another short loop of thread tie off the top inner corner to the eye on the back of the main mast just below the crosstree. Using the shackles fix the front edge of the sail to the jackstay on the back of the main mast. I later replaced the shackles with loops of thread as I found that the shackle bolts were very quickly wearing away at the edge of the stitched eyelets, however this problem could be overcome if one uses boot eyelets instead of stitched eyelets. I did not want to have to ask the sailmaker to make a new mainsail after just one season of use!

Now using one double and two single blocks rig the back foot of the mainsail (using the cringles) to the main horse traveller. Don't tie off the end of the thread as you will need to adjust the tension on it to suit sailing conditions.

At this stage one can also rig the vangs, if desired. I used two single blocks, one tied off to the top of the sprit and one tied off to the eye on the main horse support blocks. I used them originally but found that they rather hampered clean sailing so I removed them after a short time.

Fore Topsail

Tie off a metal block to the step on the topmast and tie the bottom of the sail to the stay fall tackle with a length of thread. Now tie a length of thread to the top of the sail, pass it through the metal block and tie off to one of the cleats on the base of the mainmast.

Now (each side) tie a length of thread to the eye on the middle (back) of the sail and loosely tie this thread to the metal spacer bar at the base of the main shrouds.

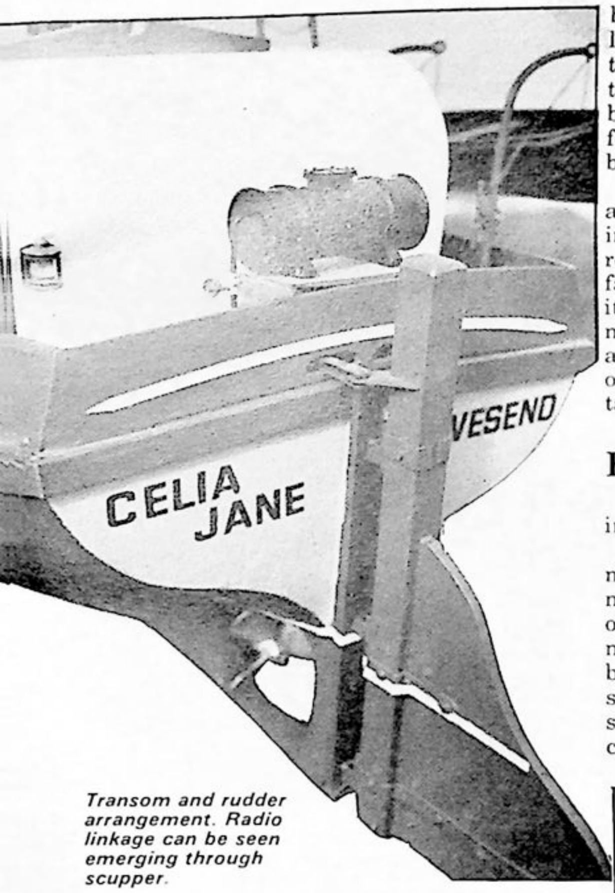
Staysail

Tie one of the metal blocks to the eye on the frnt of the main mast under the crosstree. With a length of thread, tie (stitch) the front edge of the sail (loosely!) to the cord running from the stayfall tackle to the main mast thumb cleat. Now using a length of thread tie one end to the top of the sail, pass it through the metal block and tie it off to the cleat on the mainmast.

The model should now be complete and ready to sail, however before going any further I will run through how I think the bowsprit should be rigged.

Bowsprit

Make the bowsprit from a 1½in. length of ½in. dia. dowel, taper it from where it passes through the front bulwark to the end by about $^1/_{16}$in. Drill a hole through the inboard



Transom and rudder arrangement. Radio linkage can be seen emerging through scupper.

end to take a brass pin to hold the end through the bowsprit fulcrums. Ensure that the bowsprit will hinge right over to lay flat on the deck.

Put a ½in. length of tube on the outer end of the bowsprit and four brass loops on the end (one at top, bottom and each side).

Now run a length of chain from the bottom loop, through the bobstay chain roller on the stem, through a hole drilled through the bulwark and onto the capstan. This chain is called the bobstay.

Tie the topmast forestay from the step at the top of the mast to the end of the bowsprit, tie a single block to the end of the bowsprit and pass the cord from the foot of the fore topsail through this block and tie off to a cleat on the foredeck.

Tie a length of thread from the end of the bowsprit to the eye (needs to be fitted) under the front of the main mast cap at the front.

Tie another single block to this eye and one more single block to the end of the bowsprit. make a lower staysail and rig this between these blocks. When it comes to storing the model all one should have to do is remove the bowsprit fulcrum pin and slide the bowsprit backwards.

There is normally a set of shrouds and ratlines under the bowsprit which can be rigged through two holes in the front bulwarks.

Travelling Box

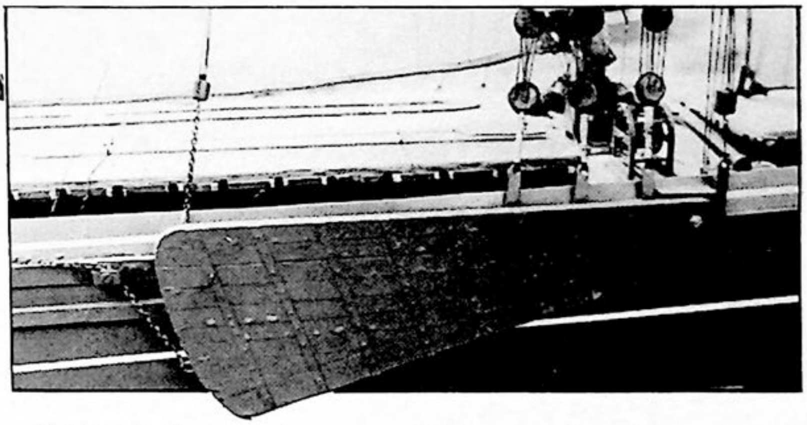
Now before we get to the best part, that is the sailing of the model we have to get the beast to the lake. As the model is 50in. long × 11¾in. beam × 52in. high, it's a fair size. Not all of us having a Ford Transit to carry it around we need to fold it down and fit it in a box. The box needs to be as follows: 52in. long × 12in. wide × 12in. deep. (internal dimensions). I made it from ½in. ply, the ends are fixed (screwed and glued) to the base and back, the front is fixed by a 4ft. length of piano hinge to the base, the top is then fixed to the front again by piano hinge, there are three clips that secure the top to the back so if you unclip the top it should fold forward onto the front and lay flat with the base.

I drilled two holes in the end about 6in. apart and placed a length of rope with a knot in each end through the holes so that the rope served as a carrying handle. It does in fact look like a small coffin when you carry it around. I would also add that with the model in the box it is damn heavy, certainly a two man job to carry it around, however, if one fits a set of pram wheels on one end the task becomes one handed.

Folding the model down

The model folds down with room to spare inside the box. The drill is as follows.

Take the cabin off and place it inside the model in the main hold. Now take out the mizzen boom retaining pin and lift the boom off the support. Take the two pins out of the mizzen mast box, lift the base of the mast backwards, out of the box, move it to the port side and lift the base forward under the shrouds so that it lays flat on the main hold cover.



One of the leeboards which effectively take the place of the keel in these vessels designed for operating in shallow waters. All photos Ray Brigden.

Fold up the two cross tree arms until they are parallel with the main mast, remove the pin from the base of the topmast and slide the topmast down as far as it will go, take the pin out that holds the stay fall tackle in place and lay the tackle on top of the fore hatch.

Now take the two pins out of the main mast box, gently fold the main mast back, lifting up the base, until it lays flat, back along the length of the model.

The whole model should now fit into the box with enough room on the top to accept the transmitter.

Sailing the model

One would be a little foolish to think that you can go straight down to the lake and sail. You cannon, as tuning to suit the conditions is required.

Ballast the model in the test tank (most houses these days come complete with purpose-made model boat testing tanks fitted in the bathroom) down to the waterline; however, you will need to take another 10 to 15 lb. of loose ballast to the lake with you!

We now have the model in the water at the lakeside, lower the leeboards, (here just a word to say that the leeboard winches are non-working, I tie off the leeboard line to a cleat on the deck alongside the wheelhouse) hold the model and check that the wind is not too strong for the ballast. You will soon know if it is as she will lay on her side and sink! If the wind is too strong put in extra ballast until she does not go over more than 15 degrees. If this does happen, take her home, dry her out, and start again! Assuming that a disaster does not happen let her go. She should sail across the lake like a beauty; however, you will find that at low speeds she will not answer the helm at all well. The answer to this problem is to fit a Perspex sheet 2in. deep × 4in. wide to the bottom of the rudder. Make it removable. This sheet will dramatically improve the steering at all speeds.

You must get used to the idea of adjusting the ballast to suit the wind conditions. There is however an alternative. Fit a removable dagger plate with a lead bulb keel on it. I have not tried this myself yet. The plate I feel wants to be about 12in. deep; the bulb lead about 10lb. I do not know if keel weights this size are available commercially, however, if anyone out there knows where I can get one I would be most interested to hear from you.

The advantage of the dagger keel would make the model a lot lighter to carry around; one could always sail it on the correct waterline, and one would reduce the side slip in the water even more.

Now we have tuned her we come to the best bit, that is sailing her. There is no better model to take to the lake on a sunny afternoon and just enjoy. She looks superb, coming down the lake with a gentle wind behind her, leeboards down, sails full, gently leaning over about 5 degrees, silent apart from the gentle tinkle of water at the stem. Tack her round into the wind, watch the sails go from one side to the other and gently accelerate away; it's good fun! The adjustment of the sails you will have to find out for yourself. They will vary from one model to another, however, after two or three hours' sailing you will be getting the idea and the only limit to the time she can spend on the water is the length of time your receiver batteries last.

Well, that is really it. I hope you enjoy building her, although she cost some £75 to build, the cost is spread out over a period of time. I know that these days there are a lot of unemployed modellers out there and the cost of £75 may appear prohibitive but the result is surely worth more than the cost of building, and bearing in mind the length of time she will take to construct I feel that most modellers will not be put off by the cost.

Finally, should you build a *Celia Jane*, let me know and perhaps we could get together some time and have an old-fashioned barge race. Happy Boating to you.

SCALE

U789 - The Whole Story Part four

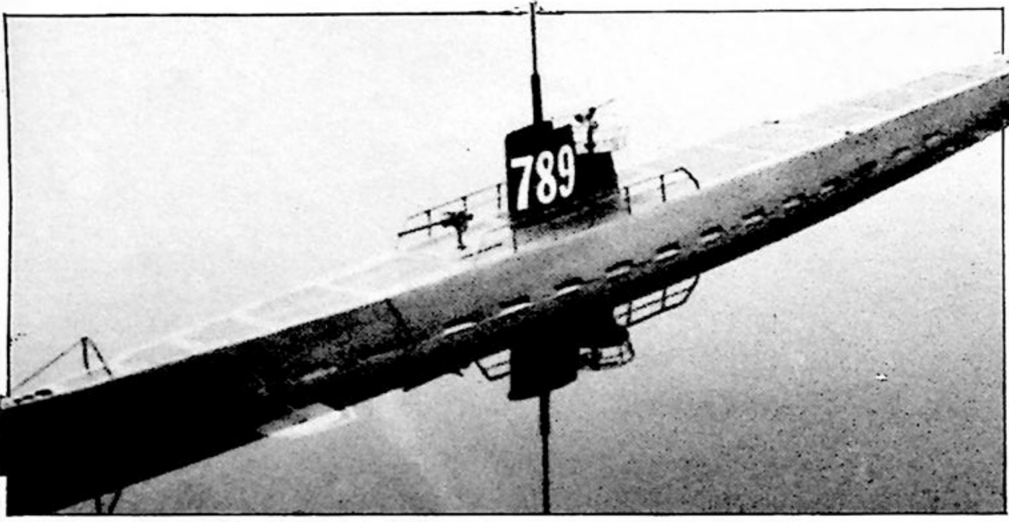
Kapitan Bill Thompson reveals all about successful model submarine construction and operation

Disaster

Submarines, as well as being lethal weapons, are also highly vulnerable craft, due to their low reserve of buoyancy. Although they are subdivided into watertight compartments, the flooding of only one of these will sink the boat. And disasters can be caused by the most trivial things. When the *Thetis* went down, it was because a small inspection cock in a torpedo door was blocked with paint. Calamity can come out of nowhere.

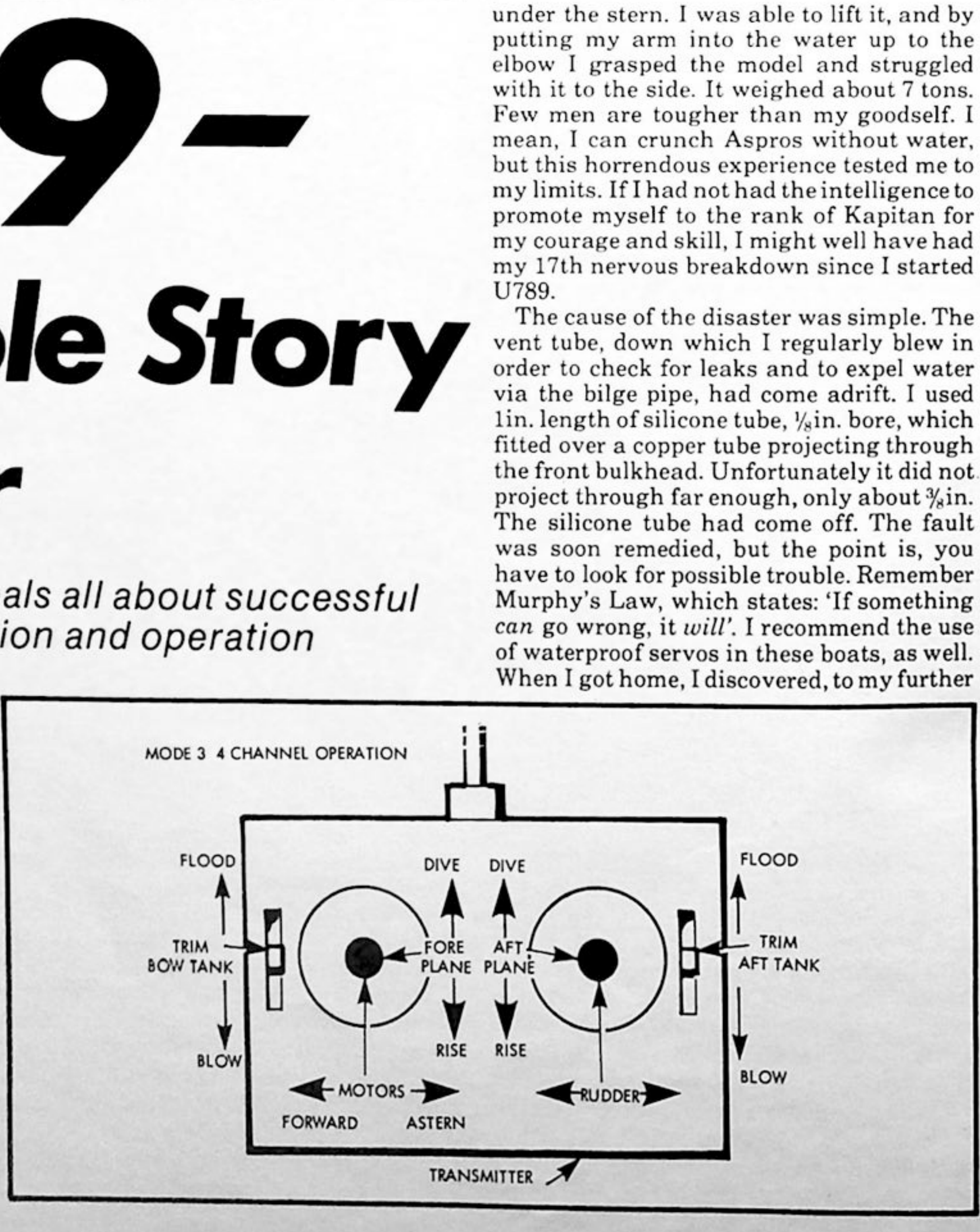
U789 was doing fine. Placed on the water, the boat settled to diving trim as the pumps filled the tanks. We set off up the lake. The boat gently swam into the depths, and nosed along just like a big lazy fish. The miniature Sargasso sea at the top end was not navigable submerged, and I brought U789 to the surface and crossed the weed-infested area. Overhearing the admiring comments of passers-by, and drunk with success, I strutted proudly along the lakeside, and did not notice that the boat was in distress until far too late. U789 was nose down, of its own accord. I strove to control the boat, applying full up to both planes, and tried to head for the side. But to no avail, she was headed for the deep. The drowning receiver on board sent a series of crazed commands to the servos, and chaos reigned as a stream of bubbles emerged from the hull. "Donner and Blitzen!" I cried (this is what the Germans always used to say in the comics during the war when something unpleasant was about to happen to them, as it invariably did).

The ultimate humiliation was at hand. The lake clutched U789 to its muddy bosom. With reckless gallantry, I jumped into the lake. (Something my critics have been telling me to do for years). A shrill scream escaped my lips as the chill October waters reached those parts which all beers finally reach, but I plunged onwards, still clutching my useless transmitter. I reached the wreck, staggering wildly, and hooked my foot under the stern. I was able to lift it, and by putting my arm into the water up to the elbow I grasped the model and struggled with it to the side. It weighed about 7 tons. Few men are tougher than my goodself. I mean, I can crunch Aspros without water, but this horrendous experience tested me to my limits. If I had not had the intelligence to promote myself to the rank of Kapitan for my courage and skill, I might well have had my 17th nervous breakdown since I started U789.



"Who is this man?" I hear you ask, "this quiet, modest brilliant genius, who so unselfishly places all these boating goodies before us." Well, Kameraden, here I am. I have my faults, but being wrong is not one of them.

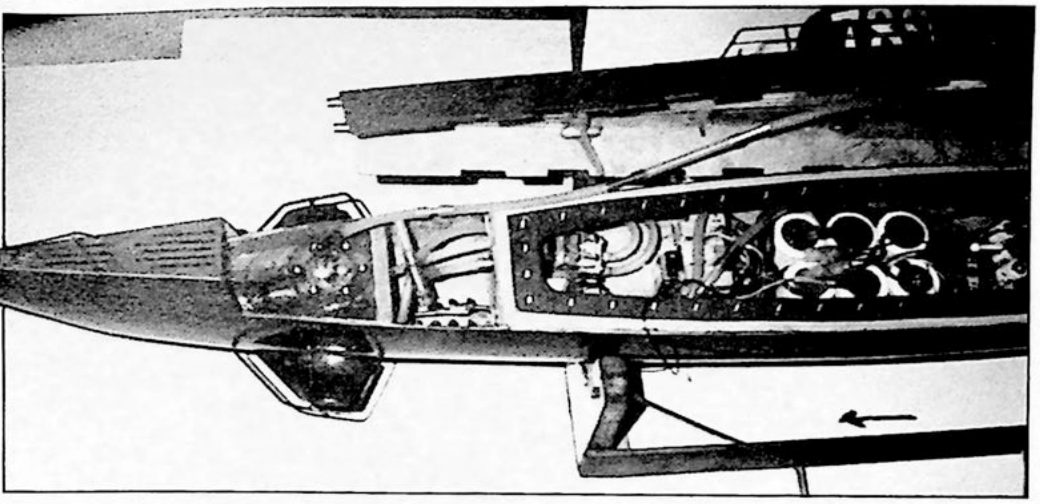
The cause of the disaster was simple. The vent tube, down which I regularly blew in order to check for leaks and to expel water via the bilge pipe, had come adrift. I used 1in. length of silicone tube, ⅛in. bore, which fitted over a copper tube projecting through the front bulkhead. Unfortunately it did not project through far enough, only about ⅜in. The silicone tube had come off. The fault was soon remedied, but the point is, you have to look for possible trouble. Remember Murphy's Law, which states: 'If something *can* go wrong, it *will*'. I recommend the use of waterproof servos in these boats, as well. When I got home, I discovered, to my further

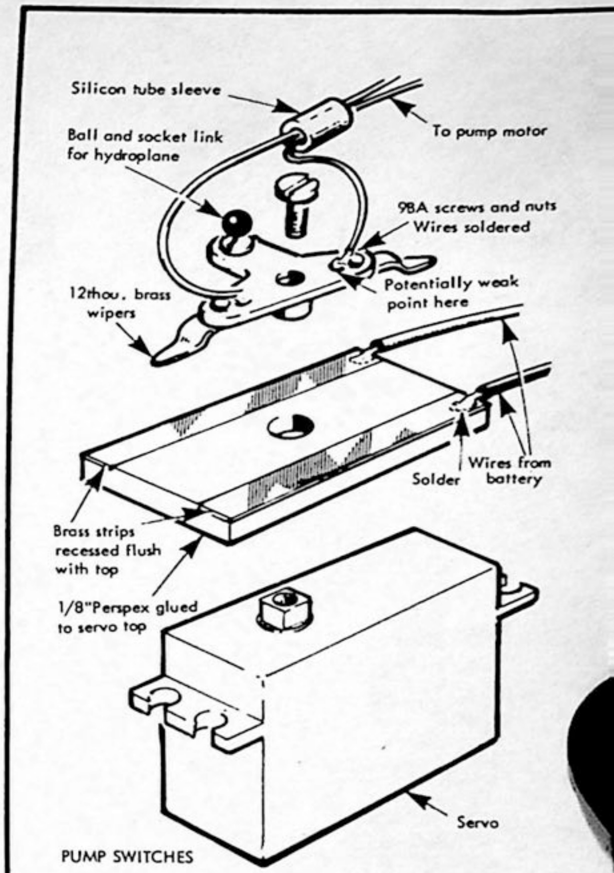


displeasure, that two of the four servos in the boat had failed to survive their ordeal. In the next two weeks, a further two bit the dust, for no apparent reason. It was getting expensive. I dug deep into my junk box, and managed to contrive another full complement of servos, some of them dated back to about 1732. So far they have hung on grimly to life.

deep, and contains clumps of weed and boulders hurled in by the intelligentsia. So as well as looking at the pitch of your boat, you are also scanning the water 4 or 5 yards in front of the boat, this adds considerably to the problem. In a lake about 4ft. deep, free from obstacles, progress would probably be much more encouraging.

People often ask how deep the boat will


The fore end layout of U789 with the pumps repositioned.


Silicon tube sleeve
To pump motor
Ball and socket link for hydroplane
98A screws and nuts
Wires soldered
12thou. brass wipers
Potentially weak point here
Wires from battery
Solder
Brass strips recessed flush with top
1/8"Perspex glued to servo top
Servo
PUMP SWITCHES

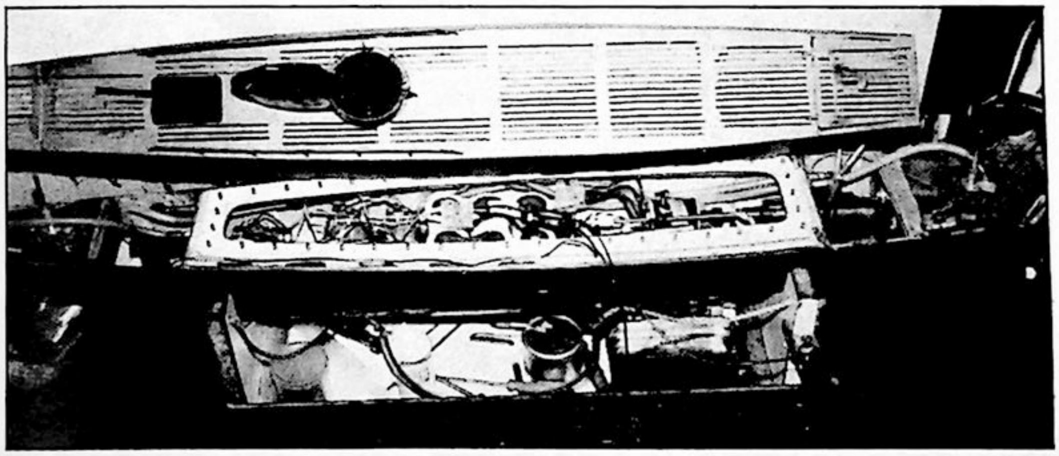
In Conclusion

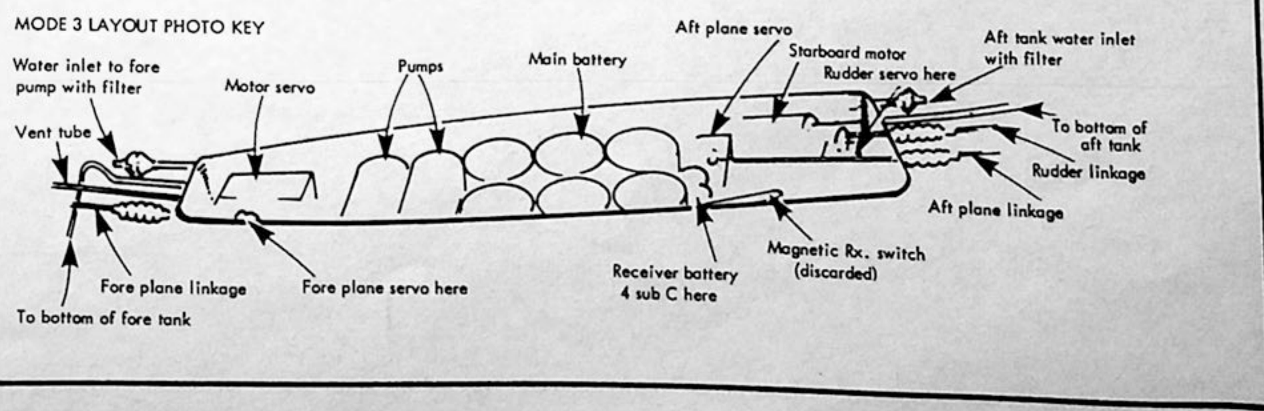
So that is U789, in what is probably its final form. Looking back over what I have written, I hope I have not given too many false impressions. Some of the experiments I have described in a sentence or two were actually very time-comsuming. As regards the difficulty of staying on an even keel at the desired depth, well, it certainly is not easy. However, the water I practice in is no more than 3ft. at the deepest, and most of the diving I do is about 5 yards from the lakeside, where I can see what's going on, but where the water is often less than two feet dive. Well, Tynemouth is the only lake where I have sailed U789, and it is quite shallow. Club colleagues who have submarines and who have tried them in swimming pools mention that you lose radio control below 6ft. With me, depth of diving is of little interest, I get my kicks by having the boat prowl along just below the surface with just the periscope sticking up.

Some time, I hope to build a real scale submarine, with a lovely bulgy hull, Norman Ough's E29 probably, and make a proper job of it. But I doubt if I'll be as fond of it as I am of the much battered and abused U789.

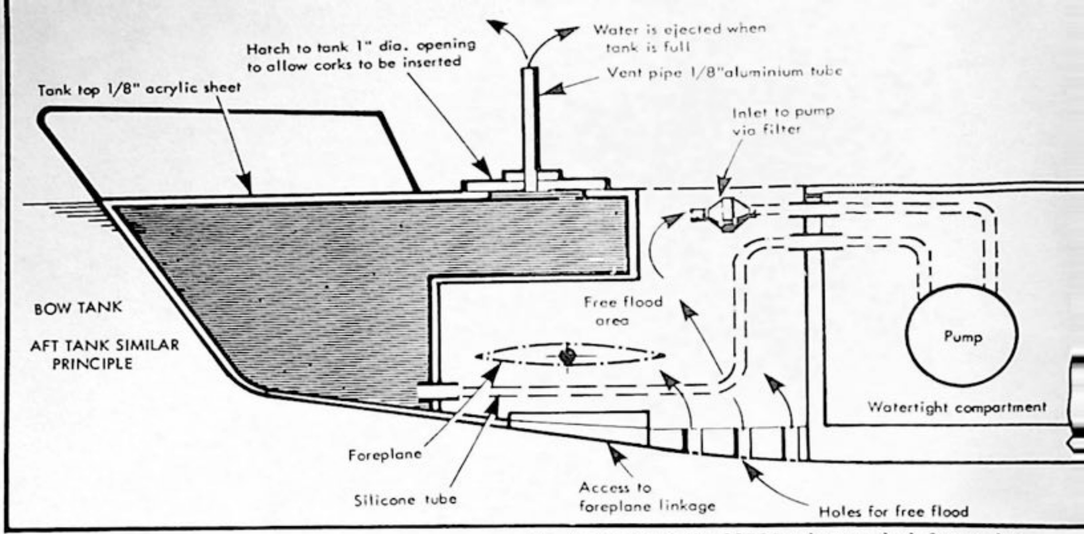
At the outset of the submarine project, my ambition had been to dive the boat near the landing stage, and sail it submerged to the top end of the lake, a distance of about 180 yards. At first, the task seemed impossible, then one morning, it just happened, and I was hardly aware of it. So immersed was I in the job of depthkeeping that I did not realise how far the boat had travelled until it arrived in the inpenetrable patch of weed at the top end. My irritation at getting bogged down changed to elation as I realised the enormity of my success. Afterwards, in the pub, I rose to my feet, and addressed my clubmates. "Kameraden, let us all drink a toast to the fabulous exploits of U789 and to the genius of her designer and commander, namely me!"

There are, sadly, times when I despair for these uncouth Tynesiders. They do not deserve to have in their midst men of culture, of diamond-sharp intellect, of high aesthetic, artistic and poetic stature, of brilliant engineering capabilities, like what I am. Here was a case in point. The bar was rent by their unseemly hilarity and their suggestions as to what I should do with U789 — all, needless to say, physically impossible. Such oafishness should surely be punished. But how? Mere words would be




MODE 3 LAYOUT PHOTO KEY
Water inlet to fore pump with filter
Vent tube
Motor servo
Pumps
Main battery
Aft plane servo
Starboard motor
Rudder servo here
Aft tank water inlet with filter
To bottom of aft tank
Rudder linkage
Aft plane linkage
Magnetic Rx. switch (discarded)
Receiver battery 4 sub C here
Fore plane servo here
Fore plane linkage
To bottom of fore tank

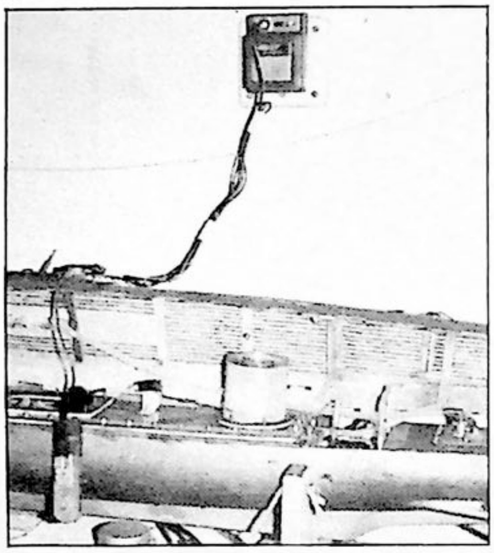
Above and right: the Mode 3 layout.


Hatch to tank 1" dia. opening to allow corks to be inserted
Water is ejected when tank is full
Vent pipe 1/8"aluminium tube
Tank top 1/8" acrylic sheet
Inlet to pump via filter
BOW TANK
AFT TANK SIMILAR PRINCIPLE
Free flood area
Pump
Watertight compartment
Foreplane
Silicone tube
Access to foreplane linkage
Holes for free flood

inadequate. How do you punish a boat modeller? Well, you sink his boat. What a pity U789 could not fire torpedoes. But wait . . . the trim movement on the motor servo is not serving any purpose at present. It could be used to withdraw a retaining pin, make a contact, launch a missile. A couple of cigar tubes, aluminium, joined end to end. An old servo motor, 20mm diameter. A long range, high-speed missile was not necessary, nor even desirable. Their models often lay stopped in the middle of the lake while they chatted. That would be my chance. A few weary old nicads would suffice to power the torpedo. I had plenty of them. It would be no good in rough conditions, the torpedo would go off course.

A flat calm would be no good either, they would see the periscope as the boat made its approach. A light popple on the water would be ideal. Point blank range, say ten feet. Slowly the torpedo would make its way to the target while U789 absconded from the vicinity. I looked round the table. They were chatting amiably among themselves, unaware that one of the finest brains south of the Arctic Circle was plotting their doom. I allowed a cruel, sinister smile to play briefly across my lips, just like Lee Van Cleef in those westerns. What about a warhead? It was no good just tickling the victim's paintwork. We U-boat commanders must think big. A four-inch hole punched in the hull was on the agenda. Gelignite? No good, hard to get. Home-brew gunpowder? Maybe. What about fulminate of mercury, that should make a nice bang! I stood up, and with a dramatic gesture, swigged back the remains of my vitamin-enriched Ribena. Some of it spilt down the front of my shirt, turning it purple.

Never mind. I hurried home, to the drawing board. I really mean that, most sincerely.

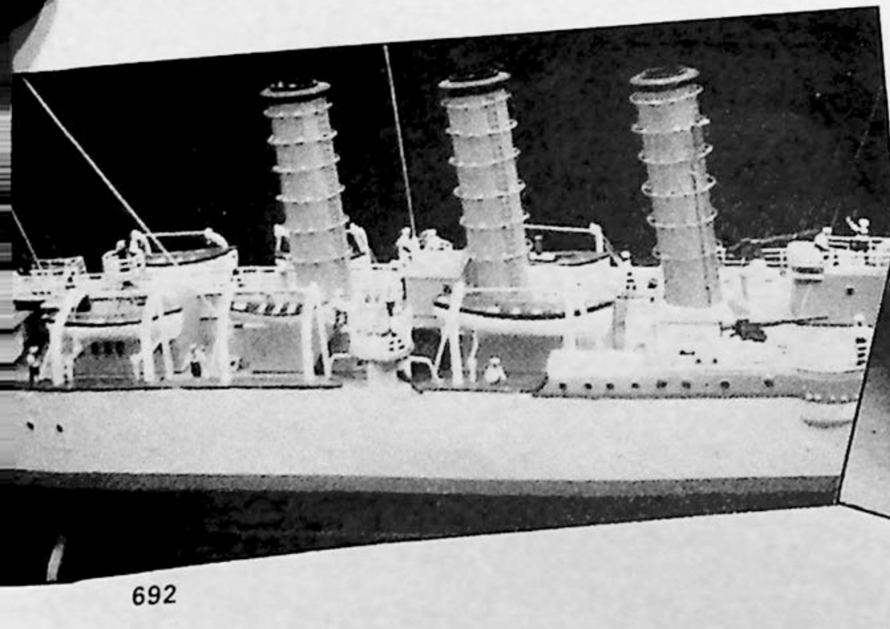


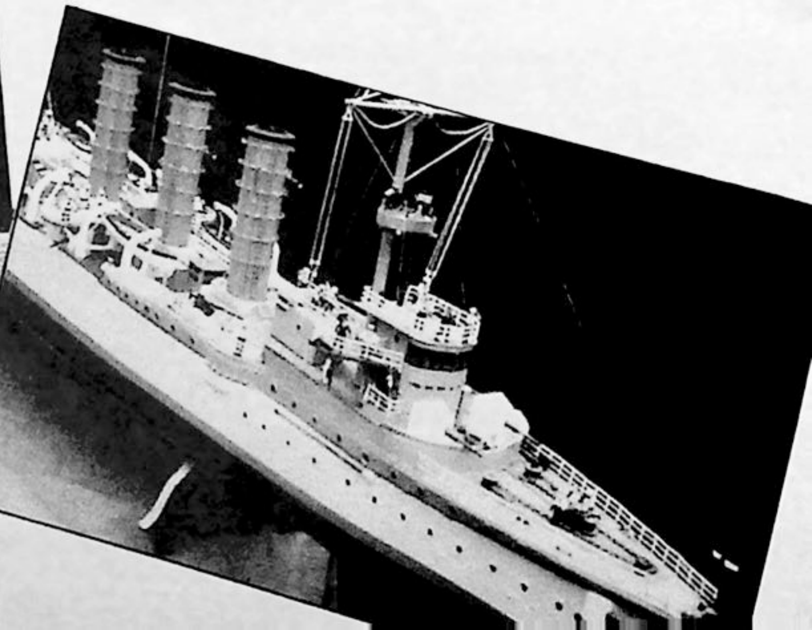
Charging and ventilating. The funnellish object is a bit of plastic bottle into which has been inserted the motor/fan part of a wrecked hairdrier. Positioned over one of the hatches, it blows dry air through the watertight compartment, as soon as you get home after a lurk, and it blows out any condensation or other undesirable moisture. It runs powered by the submarine's own receiver batteries, which still have plenty of life after a two hour session at the lake. A bag containing silica gel crystals is an extra insurance against moisture which might in the long run affect radio gear in the boat. The main propulsion/pump battery is on charge, via an Ablex AC/DC adaptor, which plugs straight into a 13 amp wall socket. It can charge at 12v, 9v, 7.5v, 6v, 4.5v or 3v. Mine charges the main battery at about 90 milliamps. I just plug it in and leave it for the whole week. The piece of wood has mounted on it a light emitting diode, and it confirms that charging is in progress. The Ablex adaptor cost £4, and is a good buy, considering the trickle-charging applications it can be put to."

A Judge's Model

NAVIGA Judge Willi Thuysbaert from Belgium will once again be at the forthcoming Model Engineer Exhibition carrying out his duties. However, he not only judges others' models; he is a modeller in his own right.

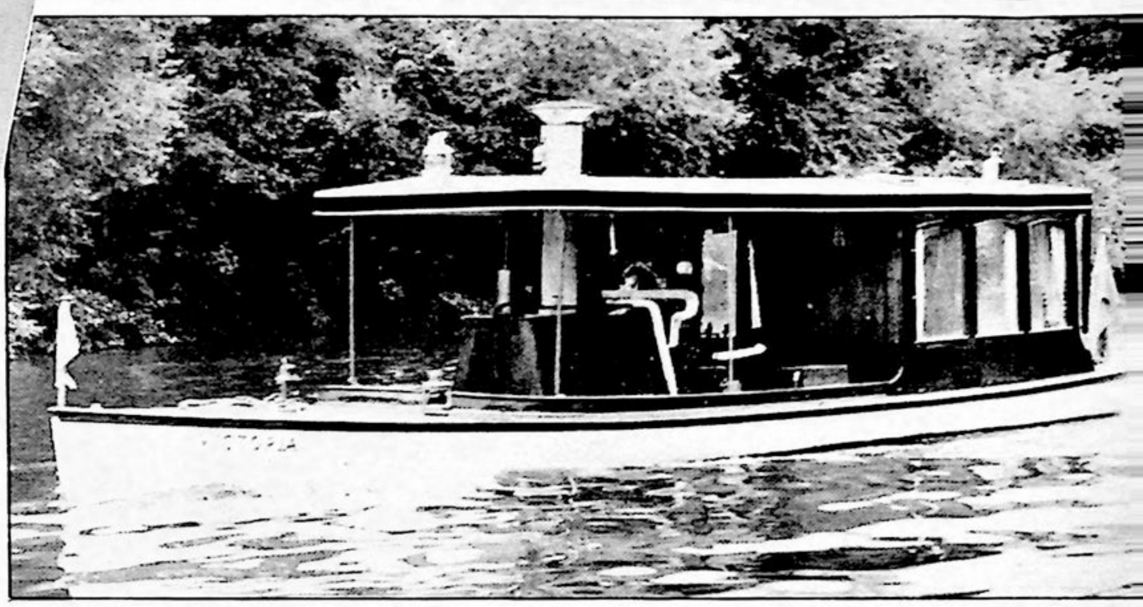
The model is of the German Imperial Navy's Light Cruiser. SMS Emden *launched in 1908, the second ship with this name. She was wrecked after a battle with the Australian Light Cruiser HMAS Sydney on North Keeling, off the Cocos Islands in November 1914, after raiding this part of the ocean since the start of hostilities. The model is radio controlled and building took about 18 months. Research took about a year, with trips to Munich and Greenwich, in addition to R. Loef's drawings, Warship Profile No. 25 and various other sources. The finish is in the pre-war colours of the Far East Squadron of Graf Von Spee. Willi is also Honorary President of the Antwerp Ship Model Club as well as NAVIGA Judge and Official Translator.*





Marine Miscellany

Victoria's Vital Statistics by Basil Harley



Victoria, an extremely elegant steam launch and the subject of our January 1985 Plan Feature presentation. Don't miss it.

Deciding the next model to build is always an exciting job and with my interest in lake and river steamboats it seemed reasonable to seek inspiration from some of the boats belonging to members of the Steamboat Association of Great Britain. Their steam boat Index gives illustrations and descriptions of the majority of them and looking and comparing many of the traditional ones led me to think that *Victoria*, an early 1900s Thames steamer would be ideal. I had already seen and photographed her at one of the Association's Regattas though I had not met her owner or been on board.

My first hope was that hull drawings would be available, but after a chat with Ian Rutter, her new owner, it was clear that they had long ago disappeared. Ian was encouraging, however, and said that since she was out of the water for re-boilering and repairs I could photograph and measure her up myself. She was to be in the Kew Bridge Steam Museum for a month or so and hence would be available for detailed examination. Although happy enough to do the photography myself I felt that someone with more experience would make a better job of the drawings. I appealed to our editor, who suggested that I get in touch with David Metcalf. So, on a bright early spring day in February we both met at the Museum for an active few hours with pencil and camera, tape measure and flash gun, barely interrupted by a sandwich lunch.

Victoria is 30ft.-6in. overall, 6ft.-0in. beam and is thus a nice size for a 1/12th scale model. She was built in 1906 by S. E. Saunders of Goring-on-Thames, makers of steam launches and even torpedo boats before, as Saunders-Roe, they made aeroplanes. The hull is triple skinned mahogany sewn together with copper wire — a Saunders patent — and it also has a round tunnel stern. There was another hull in the Museum in which the planking was more easily seen and the planks were literally sewn together with wire and then caulked. She was probably built as a day hire motor launch and the tunnel stern gave protection to the small propeller, but in 1959 she was fitted with a steam plant comprising a twin-cylinder 1898 compound engine with a later vertical Merryweather boiler made in 1946.

As a result of this, with a bigger propeller and a deep skeg the tunnel stern has less significance. Since she has a keel condenser no exhaust steam is directed up the funnel. In my model there seems no useful purpose in condensing in so small an engine, but I have directed the exhaust through the side of the boat which has the advantage of avoiding oil and dirty water being deposited on the white canopy. In 1970 further renovations were carried out. The hull was glassfibre sheathed and the present saloon and canopy were fitted.

Her maximum speed was always a little low, being somewhat under-boilered, even with a forced draught fan driven by a Stuart Turner *Sirius* engine. So last year she was fitted with a new horizontal boiler made by Tony Cundick, the curator of the Kew Bridge Museum. There has been a considerable improvement in performance and with a working pressure of 150 p.s.i. she has a top speed of about 8 knots and most comfortable cruising at half that speed. There is much changing and modification to the steam plant in most of these preserved launches and this gives the model-maker a delightful freedom to fit almost any engine he considers suitable without losing scale authenticity. So my model *Victoria* also has a horizontal boiler (mahogany lagged) fired by methylated spirit. I have made it a trifle over scale size so that it is fully adequate for a lively 30 minute run — after all, it is a *working* model.

At David Metcalf's suggestion the draught of the model has been increased by ⅜in. to give a little more displacement. The prototype has very little freeboard and we wanted to make sure of sufficient buoyancy to accommodate radio control as well as the possibility of power plants other than the one I have designed for her. In the event the displacement is 6¼lbs. which in the case of my model leaves room for about ¾lb. of ballast.

On a wonderful September morning I had a delightful trip on *Victoria* with Ian and his wife Sylvia which served to confirm my judgement in selecting this launch for my new model. She is a really elegant, well-mannered pleasure boat with great character and I hope the miniature version will find many admirers. Plans for the boat and for the engine and boiler will be available next month and I shall be describing her construction in the next few issues of *Model Boats*.

Instigator and builder of the model, Basil Harley (left), poses in front of the full size Victoria with draughtsman David Metcalf, at the Kew Bridge Steam Museum.

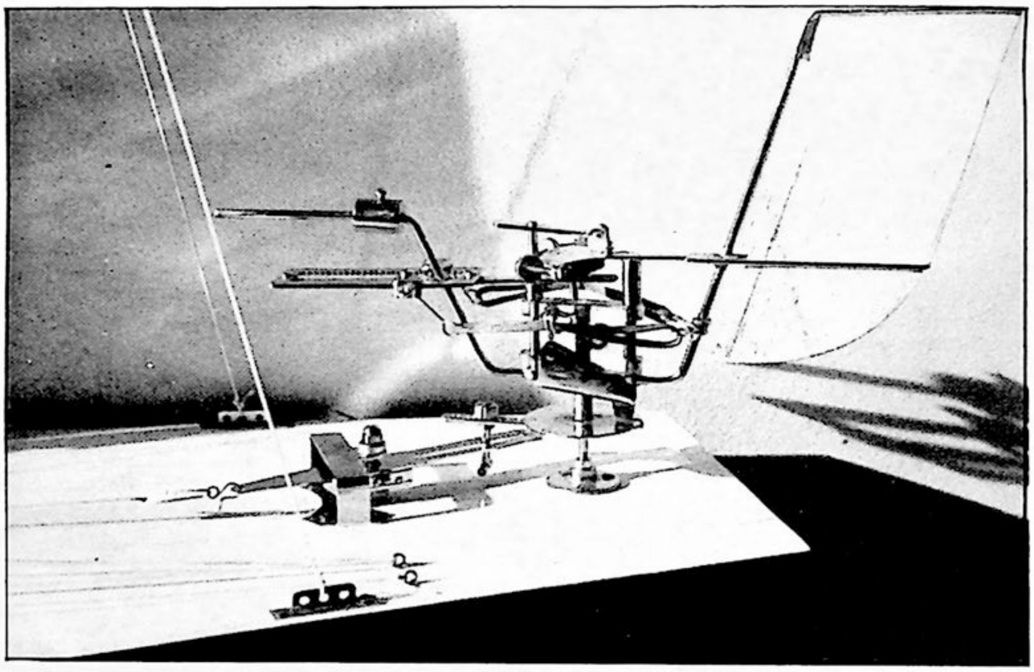
Starting In Sail

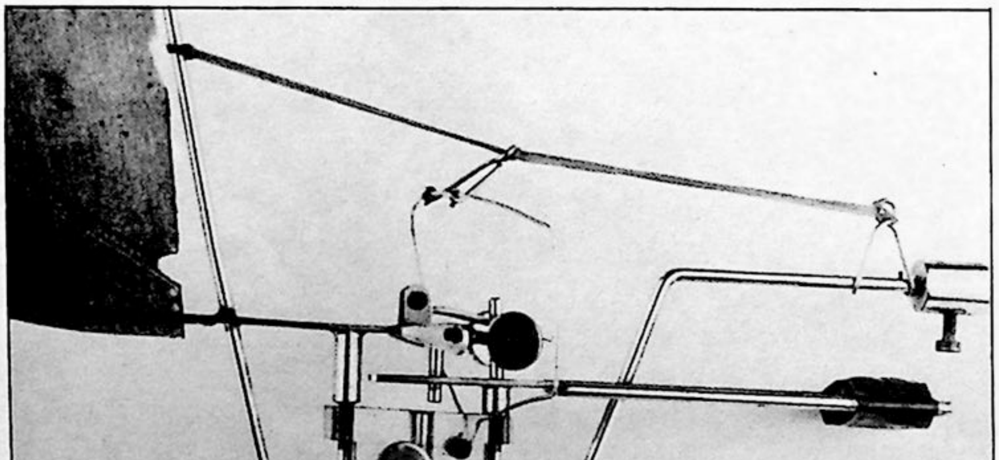
presents part nine of Hobnoblin, a 36R yacht for radio or vane designed by Vic Smeed

The history of model yachting is a story of developments of hull design, sails, keels and fins and, perhaps most important, automatic steering. It is still possible to sail without any steering aid — not even a movable rudder — with a model designed for such sailing, relying on sail trim alone, and a great deal can be learned from experimenting with a yacht of this type. However, trim can be a bit knife-edged off the wind and gusts can play havoc with the intended course. When racing models became more widespread, around the middle of the 19th century, one of the first areas for obvious improvement was maintaining a reasonable heading when running (sailing downwind) or reaching (sailing across wind).

Early Days

For many years lead-ballasted rudders were used, the amount of ballast being determined by the wind strength, angle of heel and yacht speed. Rudder buoyancy/ballast/heel and speed would influence the rudder to a slight angle at which the yacht could be trimmed; any changes in heel or speed altered the rudder angle in the right direction to correct the course deviation arising from the change. It need hardly be said that a skipper had to know his boat, pick the right one from half a dozen or more assorted rudders, and be very aware of what was happening to the wind all the way along the lake.





Top: a Roberts vane with clear Perspex body. Guying tension is adjusted on toothed racks, otherwise design is basically the same as Jones gear. Note vane is deflected to port and is applying starboard rudder. Light tension on tiller fore end prevents collision. Left is Jones M gear and carries a light wire frame through which feather can be biased for snap-over action.

With any such rudder the sail C.E. would have to be positioned slightly aft and/or outboard, giving a tendency to screw up into wind, the slight rudder angle at normal heel keeping the yacht straight. A gust hitting the model would cause it to turn sharply into wind and slow suddenly, but it would also initially produce a sudden heel. This would cause the rudder to drop, giving strong helm turning the yacht back away from the wind. As it gathered speed the forces acting on the rudder and sails would once more return to balance and the yacht sail straight. Though this sounds chancy, the low aspect ratio gaff mainsails, small headsails and long keel (they were nearly all full-keelers, Fig. 1) made them less likely to be disturbed than modern models which rely on vane or radio.

A better method was the so-called reversed tiller, where the tiller extended aft and was provided with a row of holes into which the mainsheet could be hooked. A small forward extension was engaged over a tensioner (a length of rubber, the pull of which could be varied by a cord and bowsie) and operation was thus a matter of balancing centring tension against sheet pull. The rubber passed through an eye beneath the tiller extension and was made off to an eye on deck, i.e. it did not pull on the tiller directly fore and aft but worked by sideways displacement of a taut strip. With a yacht trimmed to sail to windward with a very small amount of helm (i.e. with a slight tendency to turn into wind offset by sail pull on the tiller) a reasonable degree of certainty of direction could be achieved. (Fig. 2).

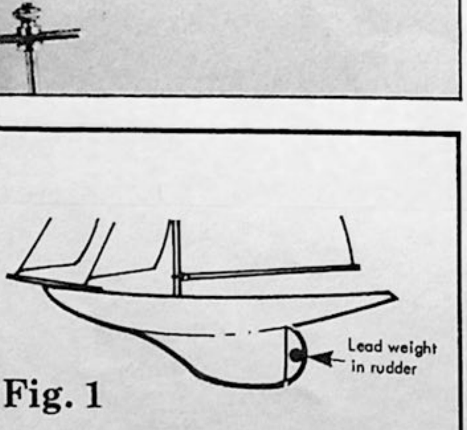


Fig. 1

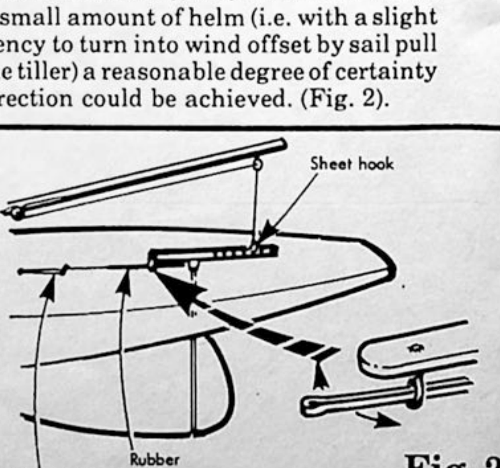


Fig. 2

Braine Appears

Round about 1904-5 George Braine came up with his quadrant steering (see article in M.B. June, 1983) which was a development of the reverse tiller idea relating sail pull to the degree of rudder needed by means of a centre-biased quadrant to which sheets could be hooked at differing points (Fig. 3).

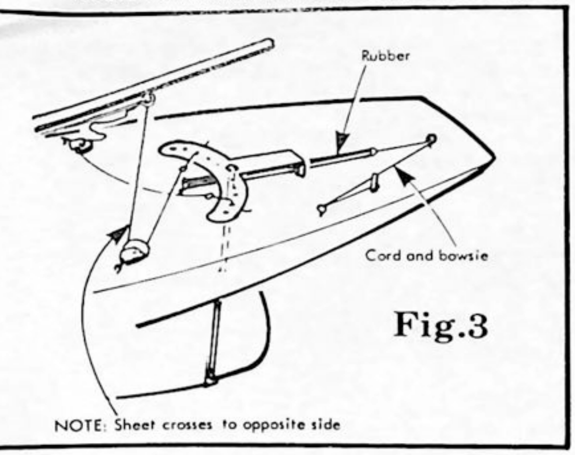


Fig.3

This was a considerable advance and remained in general use for forty years. George, incidentally, was found nearly blind and living in penury in the 1930's and the *Model Yachtsman*, edited by the late H. B. Tucker, opened a fund to which was subscribed over £100 — a year's wages for an unskilled worker in those days — by grateful modellers.

Vane gear was not unknown in this period, but possibly its advantages were not fully appreciated. Nathaniel Herreschoff, the great American full-size designer, mentioned that he had built a vane for model trials in 1875 but did not make full use of the idea until after retirement in the 1920s. In April 1905 a simple vane by C. R. Walker was published in a letter to *Model Engineer* (Fig. 4) and, although there were subsequent occasional experiments, it was basically this vane (with infinite rather than stepped adjustment) which resurfaced in 1935 on Sam Berge's Norwegian entry for the A class Championships and caused an almighty row. The point which was siezed on was that the skipper turned the yacht with his pole and then flicked the vane over with the pole: it was of course a non-self-tacking, simple mechanism. This, in the opinion of most, was effectively a re-trim and the rules required (as they still do) the yacht to be stopped for retrimming.

This point was the only firm one on which objection could be hung, but in fact a lot of experts considered that fitting a vane was an attempt to obtain unmeasured sail area (which shows how well the principle had been grasped!) or were unable to see how a vane could be accommodated with the average low aspect, long boomed sailplane, exactly the same argument which had been raised in 1905 despite the switch to Bermudan rather than gaff sails in the interim. Mr. Walker's answer then was to use a near-horizontal feather and cut the sail foot to lift the boom end a fraction.

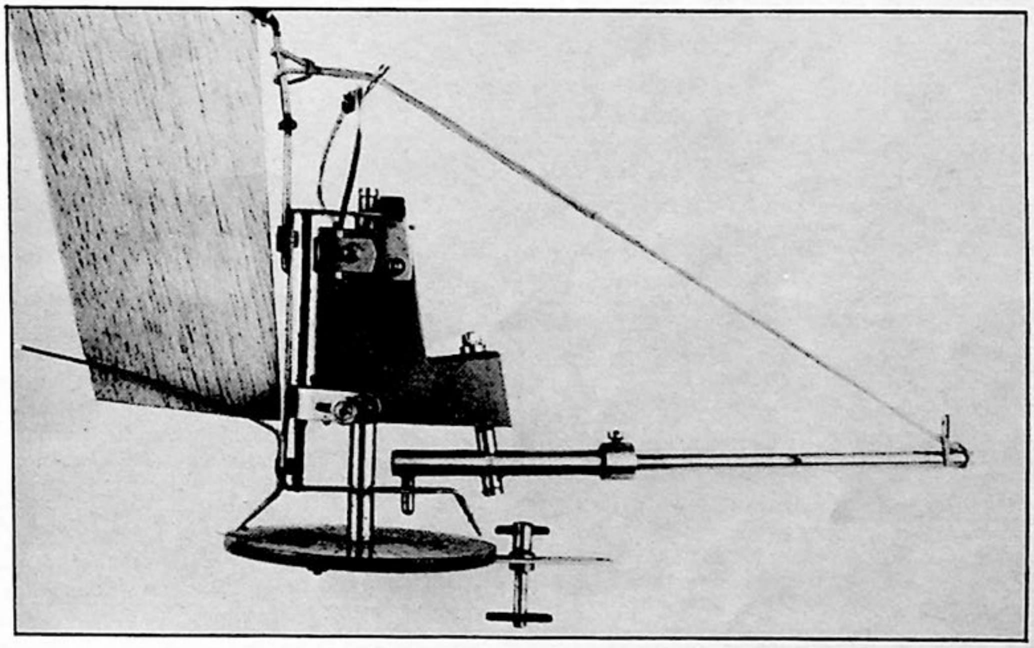
Controversy raged and little progress was made over the next three or four years, by which time WW2 had started and British and European model yachting took second place. It was left to American enthusiasts to develop the self-tacking action and refine the gear; several distinct types were evolved by yachtsmen such as Lassel, Ballantyne and Fisher, though only the last of these, the simplest, is recognisable today, though many vanes incorporate elements from the others. These are all of the 'break-back' type, but a different concept, the moving carriage vane, was developed in England after the war. This was more complex but more precise and more reliable in that its self-tacking action was controlled by lines from the mainboom. A few such gears are still in use but the break-back is much more common.

Understanding Vane Operation

The first step to understanding how a vane works is to realise that it will steer a constant course *with relation to the wind*. If the wind suddenly swings 90 deg. so will the model. If a large obstacle causes the wind to swirl in a circle, the model will sail in circles until the wind changes. There is another factor, the wind of the yacht's own motion. If a yacht is sailing into a 15mph wind at 5mph the apparent windspeed on the vane is 20mph. Downwind, same speeds, the apparent wind on the vane will only be 10mph. Thus there is less power from the vane off the wind than on it. What happens when the vane is set at a substantial angle, as for reaching (across wind)? The vane feels the normal windspeed but also, at a widely different angle, the yacht's created windspeed. There is a resultant between these two forces and the vane feather should be aligned with this; in practice this means setting the angle possibly three or four degrees nearer the stern, as the wind of motion always moves from bow to stern and thus tends to blow the vane aft.

Taking a simple non-self-tacking vane, the feather will be friction-clamped to the spindle which itself is pivoted. If the spindle is held still the feather can be turned to any position on it and will remain there due to its friction mount. The spindle has an arm projecting, usually, forward, with a pin engaging in a slotted fore and aft tiller. Any movement of the feather will thus turn the spindle and arm and the arm will move the tiller. If the feather is lined up edge-on to the wind it will not move, as there is no force on either side, all the time the yacht sails straight. However, if the yacht turns, one side of the feather will feel the wind and it will be blown straight, thus turning the spindle and moving the rudder in the direction required to turn the boat back to its original course in relation to the wind.

The further the yacht turns, the greater is the feather area presented and the greater the force it exerts, the more rudder angle is applied and the sharper the turn back on to course. A well set-up and friction-free vane/rudder assembly will respond to a 1 deg. change of course with instantaneous correction, so that the yacht should not turn far off course. In turn this means that harsh rudder and its resultant drag should never come into play, so that a yacht with a good vane/rudder arrangement will sail not only straighter but faster.



Another design of vane of great compactness. Self-tacking latch is swinging inverted U, top right of body, but vane arm and counterweight arm connection is beneath body. Guying arrangement is by means of arthwartship wire frame (above body) with rubber band deflected sideways by friction loop on frame, as in Jones M gear.

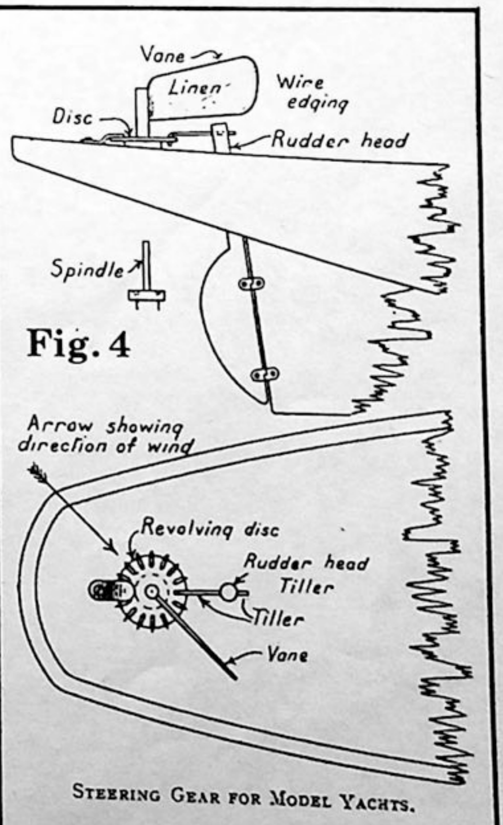


Fig. 4

STEERING GEAR FOR MODEL YACHTS.

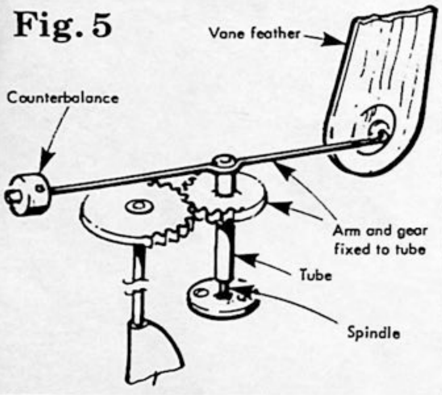
In the foregoing the boat speed has been ignored, but setting the vane only in line with the true wind will, as we have seen, produce a further force on the feather as soon as the boat starts to move. This must be allowed for by adjusting the feather, 'left-hand down a bit' if it is to port and right-hand down if on the starboard. How much to move it is a matter of experience with a specific yacht in various wind strengths, but it is unlikely to be less than 1½ or more than 4½ degs.

A non-self-tacking vane can be set to sail a beat, but to change to the opposite tack it would have to be reset. This is unimportant for fun sailing but in racing would cost far too much time, which is why a self-tacking capability is built into a vane gear and it is this which adds all the apparent complication to what is otherwise a simple mechanism.

Simple Vane

The simplest of all vanes is that introduced twenty years ago by Geoff Draper, which is no more than two gear wheels, one on the rudder stock and one engaging with it mounted on a spindle behind (Fig. 5). The second gear has the vane feather mounted on it, by soldering or epoxying a wire arm to the gear, and the feather is aligned to the wind by lifting the gear out of engagement, rotating it to the required position and dropping the gear back into mesh. Obviously the more teeth there are on the gears the more accurately a setting can be made, but even with 72 teeth accuracy cannot be closer than 2½ deg. In practice the improvement in performance over earlier types of steering is so great that even 24 teeth provide acceptable accuracy for simple models.

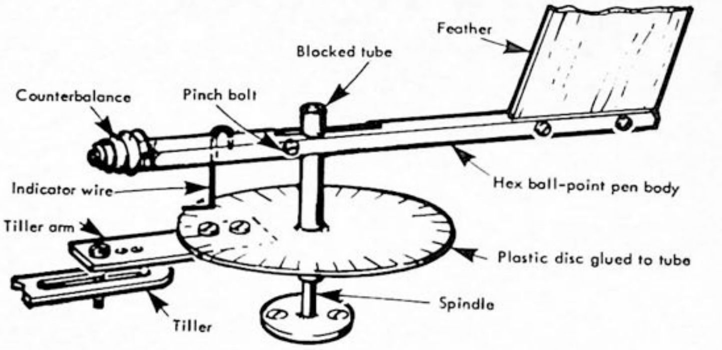
Fig. 5



If gears of different diameters are used — say 2:1 ratio — and the smaller gear is mounted on the rudder, the rudder angular movement will be twice that of the vane feather but at a mechanical disadvantage: the vane would have to exert a lot of force. On the other hand, if the vane is attached to the small gear, rudder movement will be half that of the vane, which should give adequate steering, and the force required from the vane is very much less. (A feather of between four and five times rudder area is usual). This principle is used on more sophisticated vanes by having an adjustable pin in the pin and slot tiller linkage so that rudder movement can be varied from equal down to about one third of vane movement. The pin might be changed to 3:1 for running, when the vane is at its least powerful, but because of increased boat speed the rudder is more effective. Actual best ratios are again a matter of experience with individual boats and vane gears.

Since wind is never steady, a vane can oscillate with considerable effect in reducing boat performance, so a light elastic centring line is fitted, even to the Draper vane, to damp out minor oscillations but without putting a serious load on the mechanism. The force available is small and too strong a centring line would reduce sensitivity and travel. Also, as the yacht is frequently heeled, the weight of the feather and arm must be counterbalanced; by adjusting the balance weight with the boat held heeled in water the buoyancy of the rudder is also taken into account. So even so simple a vane gear as this has illustrated many of the necessary features of any gear.

Fig. 6



Even Simpler

A dozen or so years ago a very simple non-self-tacking vane of the writer's was described and somewhat surprisingly was subsequently seen in use on one or two club yachts. It is easy to make and costs pence; an even cheaper version is shown here, with suggestions for reducing time to make if you don't mind spending perhaps 50p. The basis is a circular disc about 2½-3in. diameter. You could adapt the plastic lid of a coffee jar by sawing off the flange, or use Formica or polystyrene sheet, or to save sawing and marking, simply glue together two cheap school protractors (the smallest available) overlapping so that the basic lines coincide. A plain disc will have to be marked in, say 5 degrees intervals all round by scoring and rubbing in paint or similar, or you might get away with pencil or ink lines varnished over.

Drill the centre and epoxy onto a piece of brass tube a bare inch long, if possible thick-walled and about 3/32in. bore. Drill a hexagonal ball-point pen body (or a strip of about 1/4in. square plastic) to fit closely over the tube, then fretsaw a slit along from the hole for about 3/8in. Cross drill to accept an 8BA or similar small bolt. Slip on the tube and check that tightening the nut on the bolt (gently) closes the slit slightly so that the hole grips the tube just enough to stay put, but still be moved at will. Saw a slit in the end of the arm and gently file to accept, a 3/32in. balsa vane feather, and drill as tiny a hole as can be managed vertically to take the indicator wire. Epoxy (or solder beforehand) a small stub of brass or a bearing ball in the top of the brass tube.

Make a pintle from rod to fit easily in the tube, painting the end and soldering or epoxying into a metal disc or kettle-mender's washer. Make a tiller arm from stiff plastic (file down a toothbrush handle?) and epoxy and/or bolt radially on the disc. Drill the fore end in, say, three places for a bolt to project down into a slotted tiller. Now screw the pintle to the yacht's deck in such a position as to engage the yacht tiller, taking care to align everything accurately on the fore and aft line.

Drop the disc in place and engage the tiller, then place the arm over the tube and tighten the pinch-bolt slightly. Check that the feather is upright. A refinement would be to solder a washer on the tube so that the vane arm does not work downward and cause the indicator wire to foul the disc. Now

The simplest form of vane gear, non-self-tacking. Aft gear is lifted, turned and dropped back into engagement. A single length of shirring elastic tied to front of larger gear provides light centring action. Plastic cap to port is sheeting bowsie for synchronous sheeting. Gears are 24 and 48 teeth, give nine courses either side between beat and run.

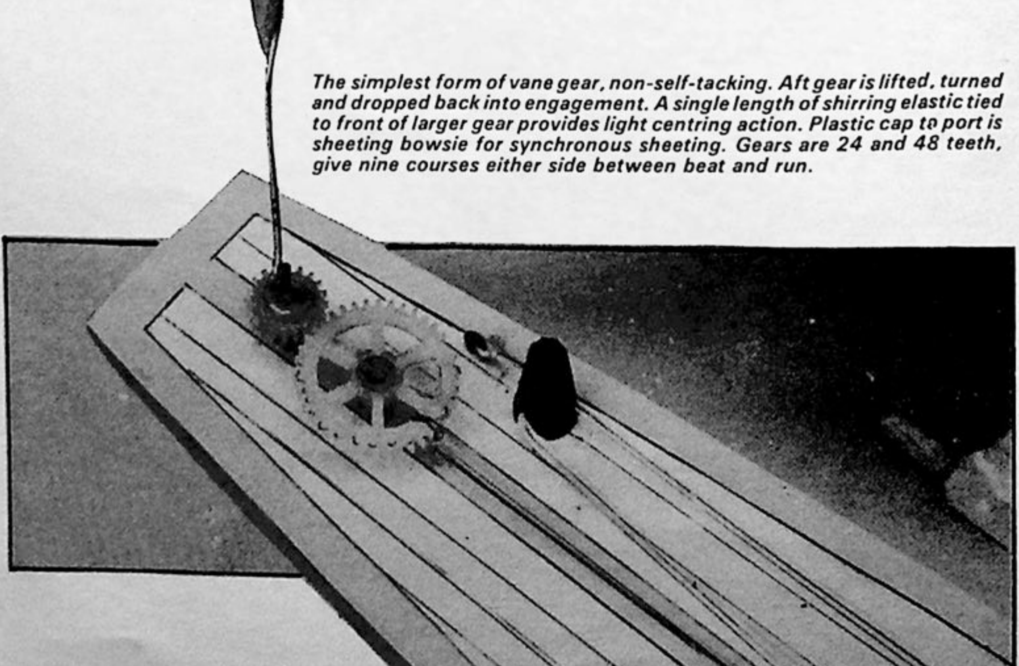
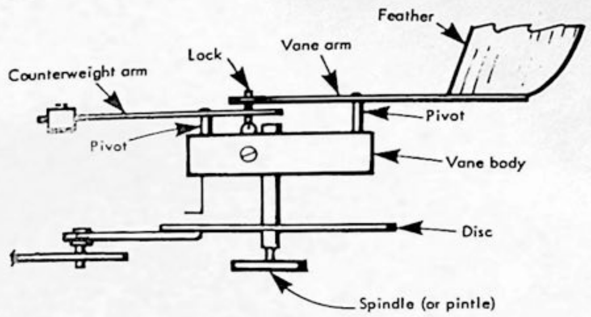
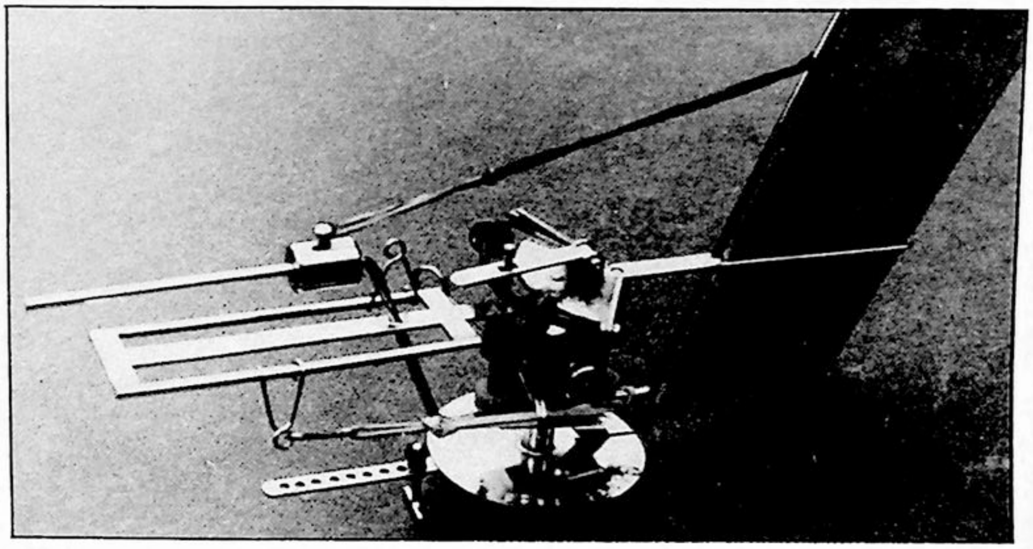


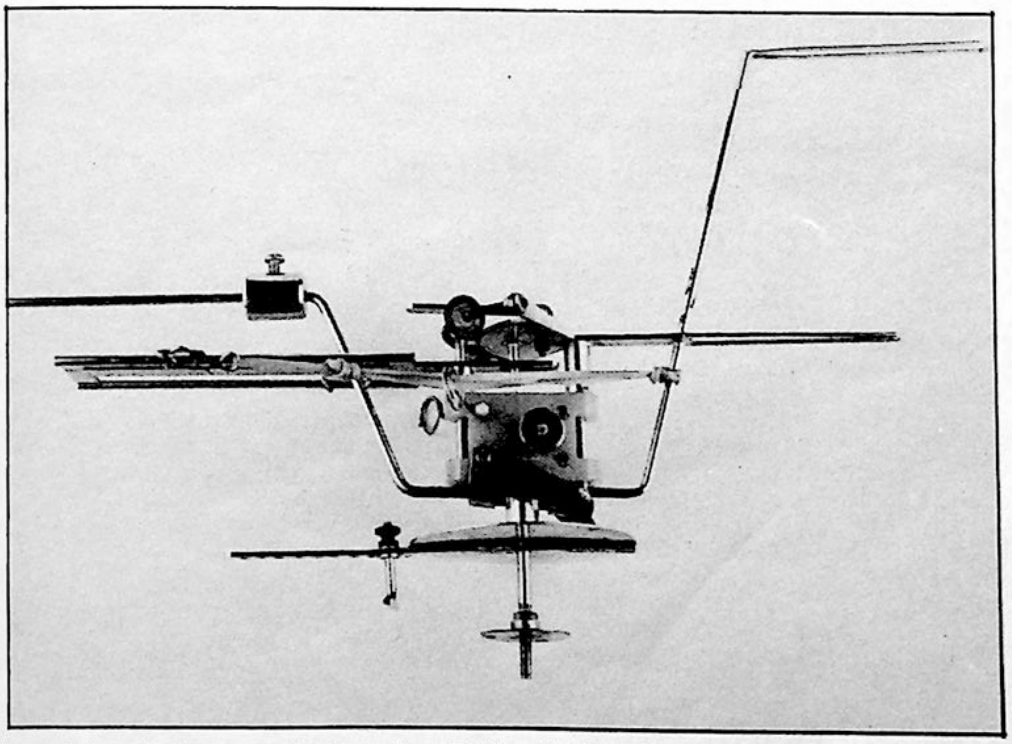
Fig. 7



wind three or four turns of cored solder on the fore end of the vane arm, place the boat in water and heel it and balance the unit by clipping off bits of solder. Epoxy the remaining solder to the arm and the gear is ready to use.

This is a 'fixed' gear and is the equivalent of a break-back gear in unbroken or locked condition. In other words, a break-back gear is as simple to use as this very basic gear when locked. The difference, and the apparent complication, is that the vane arm is in two pieces, each pivoted; when locked they are solid and act as our simple vane arm. However, a block is needed rather than our simple hole and pinch bolt because it has to carry the two pivots, so the bit that has to be twisted round to set reaching and running courses is this block, on which are mounted the two vane arm parts, the whole being one single unit when the lock is in place (Fig. 7).





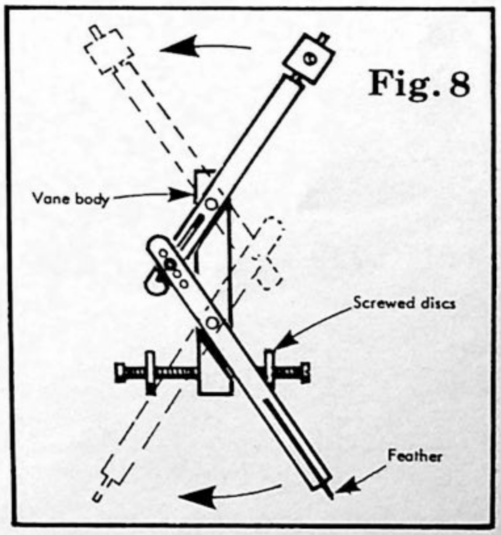
Two photos of a Jones gear for larger (A and 10r) yachts. Top view clearly shows self-tacking stops on circular segment of studding, with latch engaged (between them) to lock gear. Body lock is at base, engaging in slit in dial; body is always locked when self-tack is in operation. Frame at front is for guying tension and port guy is set in both pictures.

The two parts of the vane arm are connected by a pin and slot arrangement and when the lock (or latch) is disconnected, they will pivot freely; note that because of the pin and slot the feather end and the counterweight end both move to the same side, but will stop when the pin reaches the end of the slot or, if the arms are of slightly unequal length, jams. The jamming tendency is progressive, an important point.

When beating very precise control over the vane is needed, and an angle of about 28-32 deg. either side is usually required, certainly never more than, say, 40 deg. Adjustable stops, usually in the form of threaded discs moving along a screwed rod, are therefore fitted, allowing the vane end to move up to say 40 deg. either side, the discs being moved in to restrict the swing angle to that found best for a particular boat.

In operation, the gear is unlocked and the whole unit rotated to line up the feather on one tack with the apparent wind. The vane arm pin is adjusted (normally only when setting up initially) so that there is the merest hint of friction from the jamming tendency mentioned, at the stop position chosen. The vane will now steer the yacht on that course unless it is headed by a wind flirt or turned by pole to the opposite tack. When this happens the vane simply blows across to the other stop and controls the yacht identically on that tack (Fig. 8). Once the settings have been found for best performance, they can be left set and the lock re-engaged for running, reaching, etc. When the next beat is to be sailed, the gear is simply unlocked and it will operate exactly as before.

Fig. 8



There is one other major function built into the vane when unlocked, and that is the capability of guying. This is a manoeuvre in which the yacht is put out from the bank and will break tack and return to the same bank rather than sail a full leg to the opposite side. It is set up by an adjustable tensioner, usually a rubber band, so that the yacht is put off with the vane working normally, but as soon as it bobs upright the tensioner will snap the feather across and the yacht will turn. It is possible to gauge how long a guy will be made by reading wind and water conditions and adjusting both the tension and the degree of offset of the elastic accordingly. A matter of skill, judgement and experience, vital factors in all vane sailing.

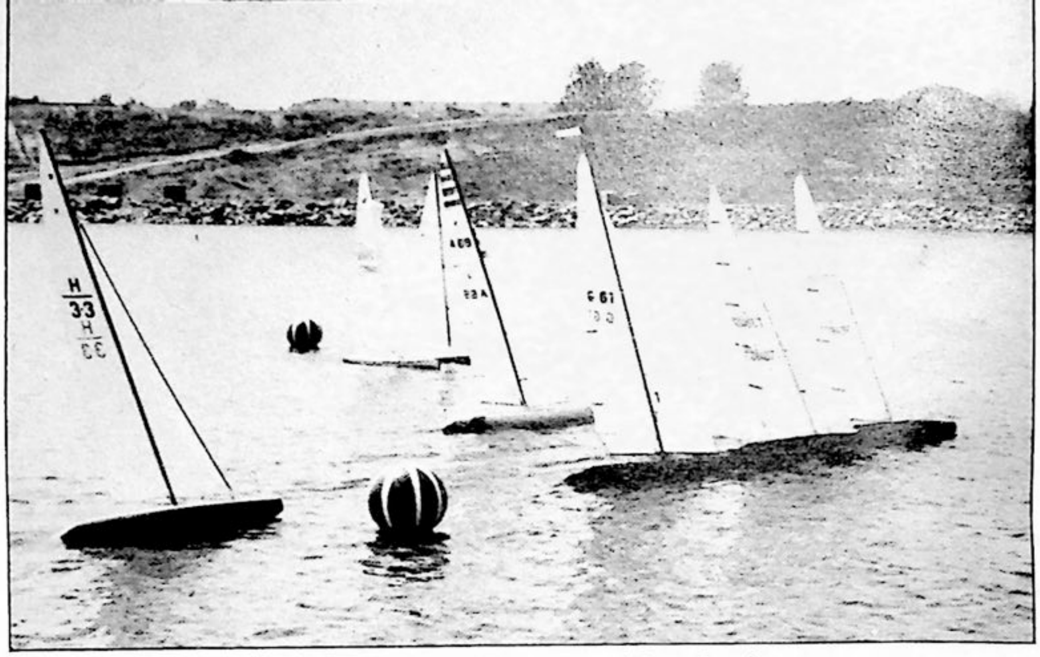
(to be continued)

The 25th year celebrations of NAVIGA persuaded them to hold a model yacht championship run by the Austrian national authorities in Vienna, and a total of eleven countries sent teams.

Full teams were entered by Russia, China, West Germany, Hungary, East Germany, Poland and France with smaller entries from Switzerland, Spain and Great Britain.

The site chosen for sailing was the reconstructed Danube river in the city of Vienna and although the landscaping had not been entirely completed, a good riverside walkway provided easy access. A pontoon was firmly moored to the riverbank and the course was laid out with around 300m between the end marker buoys.

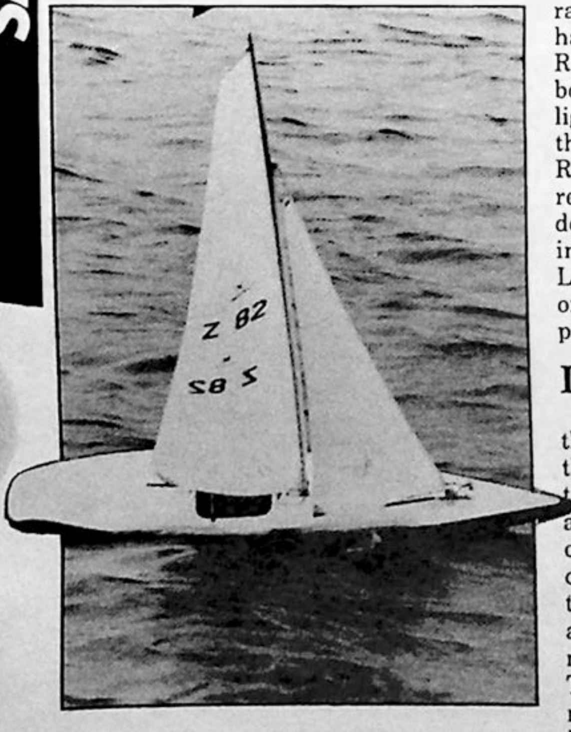
The first Saturday was taken up with practice and measuring so that after a short welcoming ceremony on the Sunday, racing commenced at around midday in a pleasant breeze and bright sunshine.



A clean start in X class, showing reclaimed island in centre of River Danube.

NAVIGA World Model Yacht Championships

Chris Jackson reports on the Vienna meeting in July



Lupart's winning boat in X class, clearly showing roach of main.

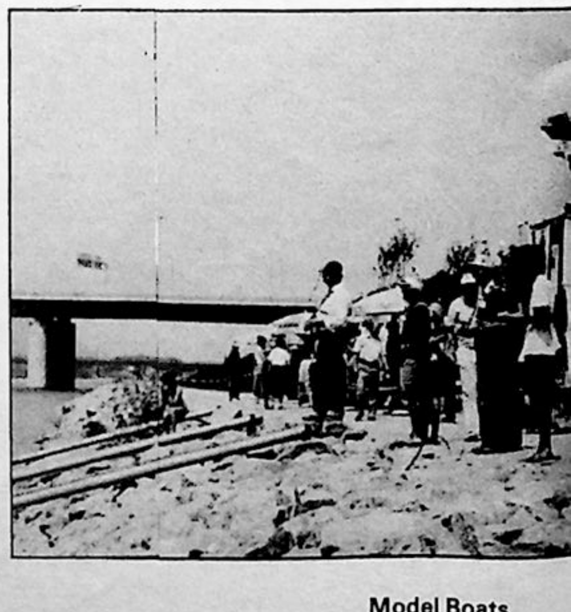
R10A

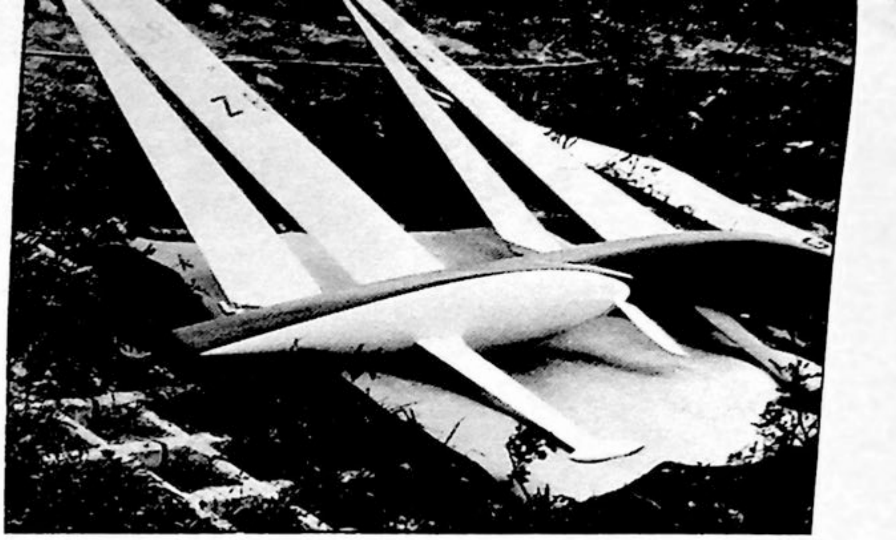
Three classes of boats were involved, all radio controlled although the entry form had listed free sailing as well, and the 10 Rater class were first to go. The Chinese boats showed up very well as they were light, short waterline and well sailed by their young team. Against them the Russian Nalewsky sailed a boat that reminded the writer of the Stollery designs which started the grp revolution in the U.K. some years ago, and Helmut Lupart of Switzerland produced the first of three similar immaculate yachts to provide stern opposition.

DX

The weather stayed very similar during the whole of the 10 Rater competition and the results were a very fair reflection of the standard of sailing. The next class to appear was the DX and for the benefit of others like myself, who had not seen the class before, it should be explained that the design is free from exception of sail area which is calculated on actual area of mainsail plus fore triangle area in full. The original intention was to encourage multi hull and other types but only mono hulls appeared in Vienna. Indeed several sailors merely attached different sails to their existing 10 Rater hulls and no-one uses a Genoa either!

Lupart produced another superb boat, and Joseg Urban of Switzerland who sailed only this class had a hull built at home, but closely resembling a Lewis 10 Rater of the *Cracker* type. This was not competitive in the lighter wind and also suffered a dismantling because of a carelessly made fitting. Walicki of West Germany had a beautifully made hull of most original design moulded in Kevlar, very light and neatly finished.





Helmut Lupart's M class boat.

It appears that the X class is in fact declining against competition in Europe from the similarly but internationally well-known 10 Rater and entry for this class was the lowest of the meeting. As a result many of the visitors had to watch for three days whilst their travel expenses mounted, or indeed they took time off to visit the many attractions of the city.

RM

By Thursday midday, it was time for the RM fleet to start racing and the wind had freshened enough to turn the tables on the light-weather only specialist designs. Indeed with an O.O.D. wearing a Fleetwood T-shirt and nice waves coming downstream it was just the weather to make the sole British boat, a Bantock *Heartbeat* in absolutely standard trim, competitive.

The top fleet of eight boats in this class were widely different approaches to the rule, with two Terry Allen *Spot* designs sailed by the Kollars, Walicki and Dr. Stigler, sailing identical designs, also very light, and the Russian boat of more traditional shape but equally well organised and sailed. Fabiano of France sailed a modified Paul Lucas design and was well pleased with his final place. Lupart struggled with his boat in the stronger wind as it was reluctant to tack, staying head-to-wind for nerve-wracking seconds and losing ground all the time.

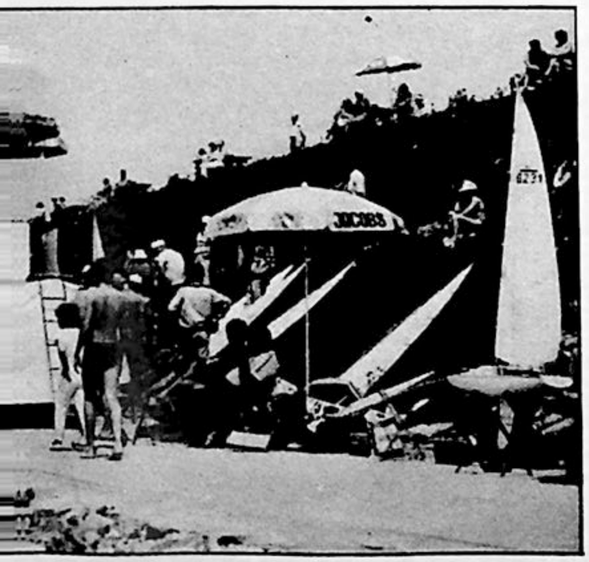
With relatively few races counting for points after four non-scoring seeding races and no discards, several good boats suffered and notable among these was the *Hunter* own-design by Klorres of M.Y.C. Berlin, who had one disqualification and a dismasting in his score card. The junior skippers sailed in the main event in all classes and had their own prize list, an excellent idea to encourage younger competitors.

I hope I will not offend the host organisation or its willing helpers who provided excellent sailing arrangements and a full social programme if I say that the absence of the majority of the model yacht racing nations mainly because of relatively minor rule differences meant that below the first eight or ten boats the standard dropped below that which could have been expected and one hopes that standardisation of sailing rules at least will make some progress. A simple example of a boat caught 'port-and-starboard' on the final beat finishing and being pleased without penalty because his opponent *didn't* protest, whereas if he had, the offending boat would have been disqualified, shows to any experienced model yacht competitor the unfortunate arguments that could occur. (Just suppose the offending boat won the championship and the non-protesting boat turned out to be a personal friend or fellow team member).

On the class-rule side the situation in which many European RM sailors need two different sets of sails to meet NAVIGA fair-curve roach restrictions is obviously unfortunate, the more so when you see the roach on most of the X class boats mainsails which go to the same extreme as IMYRU rules allow. All this expense for alleged aesthetic reasons!

To sum up the week I would say that the event was well-organised, had excellent sailing conditions, too many classes, but a friendly exchange between active sailors from a number of countries resulted. Let's hope that the top boats will travel to Fleetwood in 1986 if the rumoured IMYRU event takes place. Certainly the top six RM's at Vienna would make the best IMYRU sailors work for their results and provide a very competitive fleet.

General view of riverside with control centre, spectator bank, new road bridge in distance. Good weather obvious.



Results RM

Senior

1	Janusz Walicki	D	6	11.75
2	Igor Nalewsky	SU	12	16.5
3	Manfred Koller	A	96	28.—
4	Dr. Robert Stigler	A	136	42.—
5	Helmut Lupart	Z	82	47.—
6	Jose de la Fuente	E	9202	59.—
7	Gerhard Schmitt	G	61	62.—
8	Leonhard Fabiano	F	544	65.—
9	Rainer Klörres	D	2	67.—
10	Grzeszav Suwalsky	PL	112	74.—
11	Chris Jackson	GB	1593	76.—
12	Thomas Fahnler	A	30	76.—
13	Sergej Nasarow	SU	42	101.—
14	Jerzy Przybysz	PL	88	111.—
15	Gerhard Mann	Z	38	125.—
16	Steffen Nerger	DDR	100	126.—
17	Xabier Zatarain	E	9208	130.—
18	Janos Strenner	H	13-2	149.—
19	Daniel Kohler	F	1118	152.—
20	Jinggiang Zhao	TJ	8401	159.—
21	Alexander Norkon	SU	96	163.—
22	Christian Goubeau	F	1172	165.—
23	Lin Duosen	TJ	8403	176.—
24	Aguirre Javier	E	9210	184.—
25	Pal Varga	H	3-3	184.—
26	Janos Fejes	H	1-2	199.—
27	Xianhe Xu	TJ	8402	210.—
28	Werner Uttinger	Z	23	262.—

Junior

1	Richard Koller	A	95	46.—
2	Guido Gödderz	D	80	164.—
3	Florian Schaller	A	37	188.—
4	Alexej Stawrow	SU	421	223.—
5	Christian Schupp	D	15	224.—
6	Martin Stasch	D	231	225.—
7	Julian Damaszk	PL	14	234.—
8	Csaba Forrai	H	13-11	236.—

R10R

Senior

1	Helmut Lupart	Z	82	8.50
2	Zheng Wang	TJ	8404	13.75
3	Igor Nalewsky	SU	12	21.—
4	Qian Zhao	TJ	8405	23.75
5	Jun Ma	TJ	8406	24.75
6	Golowin	SU	20	32.—
7	Hermann Etzel	D	20	35.—
8	Suwalsky	PL	112	40.—
9	Dr. Robert Stigler	A	136	47.—
10	Steffen Nerger	DDR	100	48.—
11	Hervet	F	1018	56.—
12	Rainer Klorres	D	2	64.—
13	Busgen	G	146	68.—
14	Nicolai Nasarow	SU	42	69.—
15	Jose de la Fuente	E	9202	75.—
16	Istvan Toth	H	1-7	83.—
17	Heinz Nerger	DDR	92	89.—
18	Coriere	F	622	90.—
19	Hans Kukula	A	28	94.—
20	Xabier Zatarain	E	9208	99.—
21	Friedl Nieweg	D	30	114.—
22	Janos Fejes	H	1-2	129.—
23	Janos Strenner	H	13-2	133.—
24	Günter Hasslinger	A	80	133.—

Junior

1	Christian Schupp	D	15	94.—
2	Csba Forrai	H	13-11	110.—
3	Damaszk	PL	14	119.—
4	Martin Stasch	D	231	127.—
5	Guido Gödderz	D	80	138.—

X

Senior

1	Yobg Wang	TJ	8407	17.75
2	Nicolai Nasarow	SU	42	21.—
3	Januaz Walicki	D	6	23.50
4	Xinhua Wu	TJ	8408	24.75
5	Helmut Lupart	Z	82	26.75
6	Gerhard Schmitt	G	61	42.75
7	Hermann Etzel	D	20	50.—
8	Hermann Stigler	A	153	54.—
9	Duosen Lin	TJ	8409	61.—
10	Klimentij Golowin	SU	20	67.—
11	Istvan Toth	H	1-7	70.—
12	Werner Uttinger	H	23	74.—
13	Jerzy Przybysz	PL	88	81.—
14	Josef Urban	A	69	82.—
15	Pal Varga	H	3-3	110.—
16	Reinhold Holly	A	15	115.—
17	Janos Strenner	H	13-2	132.—

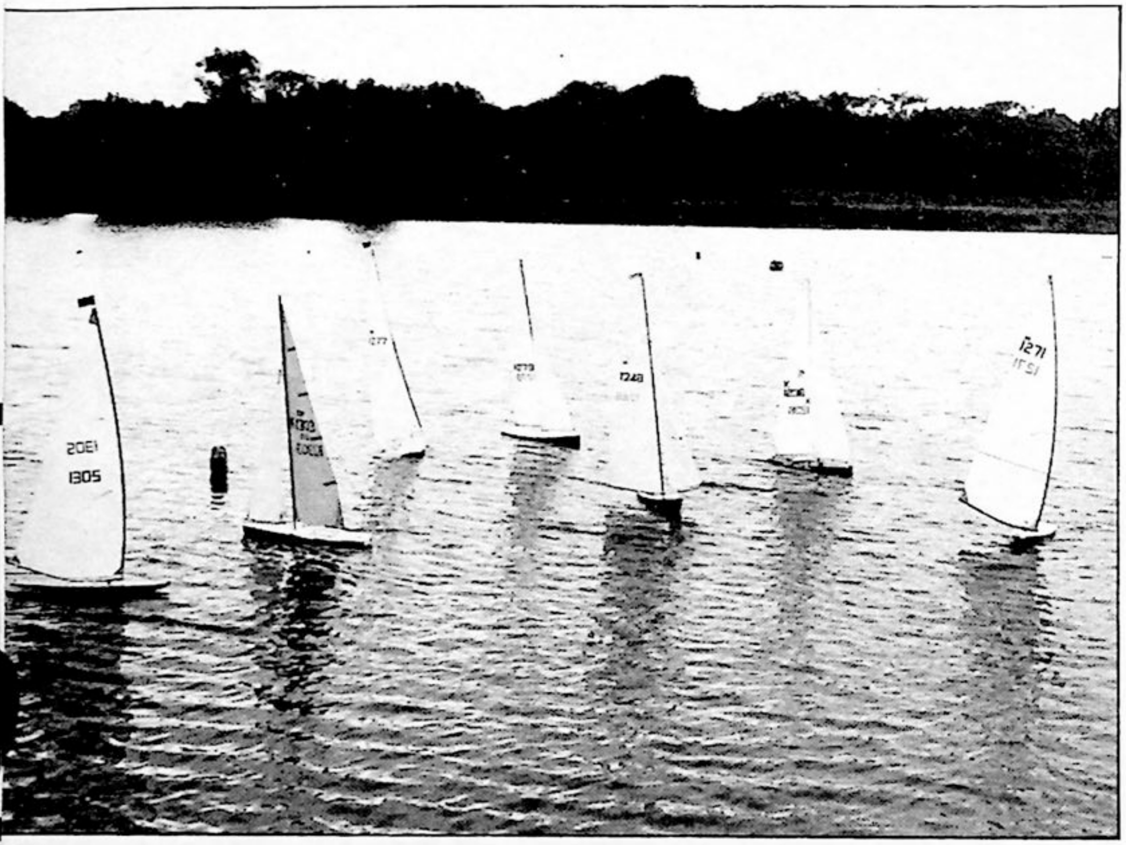
Junior

1	Alexej Stawrow	SU	421	56.—
2	Guido Gödderz	D	80	98.—
3	Julian Damszk	PL	14	98.—
4	Burkhard Rose	D	708	[illegible]
5	Csaba Forrai	H	13-11	[illegible]
6	Martin Stasch	D	231	[illegible]

Logbook

Model Yachting Association News

Following the A class Championships at Gosport a General Meeting of the I.M.Y.R.U. was held, with delegates from Belgium, England, France, Scotland, South Africa and Sweden, Norway by proxy and New Zealand by postal vote. Note the date of the meeting — 4.8.84 — as in the opinion of more than one outside observer this may well prove to be the day the I.M.Y.R.U. reached the edge of a precipice. It certainly has two paths in front, one to be a credible, common-sense and expanding organisation and the other to be a body that thinks the main function of the yacht is to meet a four-inch thick wad of complex and largely unnecessary rules.


Successful R36R Championship was held this year at Guildford's Ash water. Great variety of designs and rigs, enjoyable sailing. Won by young Peter Stollery - report next issue.

This was pointed up in the first item — minutes of the last (1982) meeting at Dunkirk, when Sweden wanted an amendment 'Sweden proposed, Holland seconded that the rules of International Classes shall be based on the I.Y.R.U. measurement instructions in future' — but the other path was not closed completely since the last item of business was a discussion on this very point, when the meeting agreed that 'The I.Y.R.U. measurement instructions should not necessarily be followed for all classes'. 'For *any* class' would be better wording.

The proposal, at Dunkirk, was from the floor, and as often happens in such circumstances, it obviously sounded, on the surface, not a bad idea and it was accordingly accepted by the meeting after a short discussion. Looked at in depth, the effects are horrendous: the Swedish submission for an up-dated Marblehead rule ran to eight closely-typed foolscap pages (roughly what the radio rules make if typed in the same way) and would have been incomprehensible to 99% of model yachtsmen. Is this what the average skipper wants?

What is this dreadful stampede towards full-size practice? There are hundreds of thousands of full-size yachtsmen world-wide, and enormous amounts of money involved. A miniscule percentage fraction are interested in designing and/or building their own craft — they buy one, or pay a naval architect to design and a yard to build one, in the expectation that it will meet I.Y.R.U. rules; there is enough money to keep specialists to do the mathematics and a broad enough cross-section of enthusiasts to be able to find those with the skills and interest to become measurers, handicappers, etc.

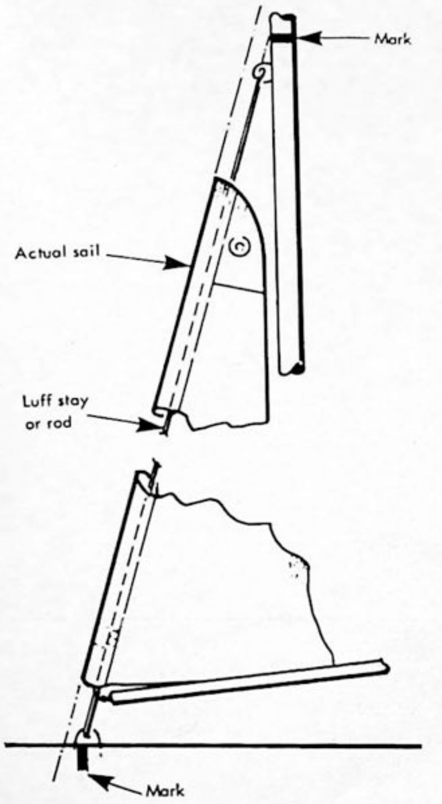
These conditions do not obtain in model yachting, or any other model activity. A Wakefield model aircraft is undoubtedly an aircraft in its own right, and a sophisticated one, but it does not have to be measured with the complexity and detail required for a full-size aircraft: its processing is simple and straightforward, no more difficult or time-comsuming than, say, an M under the still-current rules. Much the same applies to power model boats and any other form of model. It is significant, and perhaps only appreciated by modellers who've been around for a few years, that as soon as the rule-makers move in on a class of model to make it more complex, interest in that particular class withers. In other spheres possibly a new class springs up, but in most spheres the life of a competitive model is two or three seasons at most, so exponents are looking for something else to build, but in model yachting the boats are fairly well developed and can remain competitive for a much longer period. Mucking about with the rules is accordingly much more serious; there are those who would point to the virtual demise of the 10 rater as a case in point.

Let it not be thought that the role of the I.M.Y.R.U. is misunderstood, as its primary function must be to work towards rules which are common to all countries: in other words rules are its business. However, there is no point in producing rules that are not understood in all countries *by the average* model yachtsman. The argument that I.Y.R.U. rules are understood and, further, are already accurately translated into many languages is a big red herring. Certainly both full-size and model yachts float and have sails and are propelled by the wind, but the mentality and approach of each's practitioners are totally different. Is the I.M.Y.R.U. to cater for model yacht racers who buy their models no expense spared in the same way as other competition sportsmen, or should its attention be directed towards the typical model yachtsmen who usually build their models and often have a go at designing them?

It seems that the way things are likely to develop the ordinary club member could well be ignored, and this is the precipice referred to earlier. Over the last three or four years the emphasis seems to have been mostly, if not all, on top-level racing and not on the encouragement of the main body of model yachtsmen. Certainly rules for international competition have to be drawn up and agreed and, it is always said, progress at top level always works its way down and makes things better for all participants, but progress which involves making the rules governing the models themselves much more complex is of the sort which simply turns off interest at the very level at which it is most urgently needed. Perhaps there should be a Class I committee for the aces and a Class II one for those who love model yachting, but don't want to suffer a dislocated shoulder from carrying the rule book around?

If it is thought that a mountain is being made out of a molehill, consider item 11, the only motion to be voted on, which related to the updated sailing rules for the 6m. Under the new Constitution, only England and Scotland were entitled to vote since they are the only countries with any registered 6ms. The proposed rules had been agreed by both countries beforehand and by every owner of a registered 6m and the motion was carried. A formal objection by Sweden was minuted, on the grounds that the presentation and format did not follow I.Y.R.U. measurement instructions.

New officers appointed are Rating Rules Officer Jan Dejmo (Sweden) and Publicity Officer Chris Jackson (England). However, the revised Constitution (based on that of the I.Y.R.U.) was adopted and this called for additional appointments to a Permanent Committee, and the full Committee is: President: Neil Bennell O.B.E. (Australia), Chairman: N. D. Hatfield (England), Vice-Chairman: T. Klem (Norway), Gen. Sec./Treasurer: K. Roberts (England), Racing Rules Officer: R. Gardner (England), Rating Rules Officer: J. Dejmo (Sweden), Publicity Officer: C. Jackson (England), Int. Liaison Officer: J. Cleave (England), Nominated Members: R. Courtney (South Africa), C. Deckx (Belgium) and R. Stollery (England).



Rule amendment for A Class at IMYRU meeting clarifies position of double or pocket luff jibs; at no time may they extend outside the foretriangle. This arose from calm conditions when luffrod was on marks but sail relaxed and projected forward of rod.

At a subsequent meeting of the P.C., Committees were appointed as follows: Racing Rules Committee: R. Gardner, J. Cleave (England), D. Fairbank (South Africa), H. Lagneus (Sweden) and F. Marten (New Zealand). Rating Rules Committee: Chairman J. Dejmo, J. P. Dole Robbe (France), I. Hull-Brown (New Zealand), S. Goodwin (U.S.A.), A Moore (Australia), R. Stollery (England), G. Thompson (South Africa) and A. Verheus (Holland).

At the main meeting the Chairman's Report summarised major points over the last two years, including the rejection of the proposed Marblehead rule revision (by 13 votes in 129) and, on the other hand, the Appendix to the I.Y.R.U. Racing Rules which was well received and which it is hoped that the I.Y.R.U. will be publishing as Appendix 11 in their 1985 rulebook. Revised competition rules, rating regulations and vane racing rules have also been approved by the Committee and are being circulated to all countries. This has meant an enormous amount of work for Roy Gardner, whose efforts are much appreciated.

The racing system used at the RM European Championship in Sweden has been approved for general use and the S.M.S.F. have generously had enough (English) copies printed for distribution. This is a fleet system for 13-51 yachts and includes up to four ranking races. The new Constitution was prepared, by the Chairman, and as mentioned above, has been approved. The Union is in a stronger position and better financially than it has ever been.

Other officers' reports indicated the immense amount of work which goes on unrealised behind the scenes. Hopefully, a degree of finality has now been reached in most areas of rules which will lighten the load borne by officers over the past few years. Most of the revision which has taken place has been related to the considerable growth in radio sailing and it now seems that general agreement has been reached on sailing and general rating and competition rules.

Following the drafting and anticipated acceptance of the new Constitution, a new feature of which is that only countries with registered yachts in a class may vote on particular matters affecting that class, the secretary invited a breakdown for this year when affiliation fees were forwarded. The accompanying table shows the results from the 14 countries providing details: of those omitted Australia, Canada and Japan have significant numbers, mostly radio 10R and M, though the first two have EC12 fleets too. In the table America seems to have provided round figures and the absence of any vane yachts is an indication that the newly recognised A.M.Y.A. is radio only; there are vane boats in the States but these are registered through the M.Y.R.A.A.

Incidentally, the A.M.Y.A. has produced its own revised Marblehead rule and is balloting its members an acceptance. It would be a pity if unilateral modifications of this type lead to further confusion: American entries in future I.M.Y.R.U. events will have to enter yachts conforming to the international rules used by the other 21 countries. If the rules are straightforward there should be no problem . . .

RM World Championships in 1986

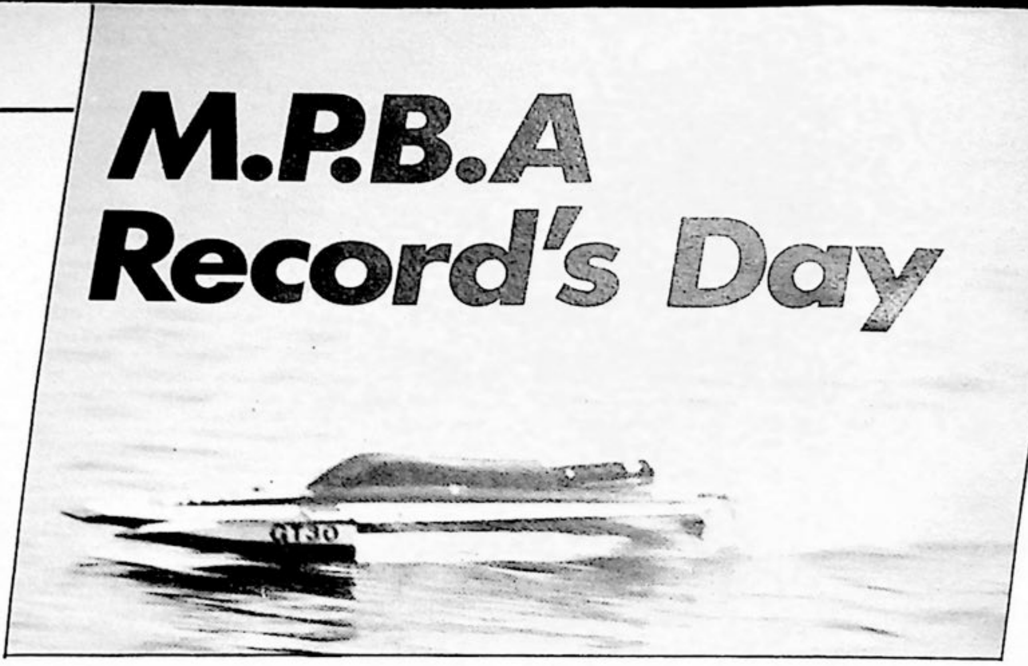
Just a note to advise skippers that Fleetwood MYPBC have agreed to stage a World RM Championship in July 1986. OOD will be Derek Priestley and Regatta Secretary Russell Potts. More details later.

Distribution of Yachts in IMYRU Countries, 1984

(Note that countries listed are approximately 66% of affiliated countries)

	VANE					RADIO					
	A	10R	M	6M	1M	A	10R	M	EC 12M	1M	Total
Belgium	3						13	49			65
Brazil								50			50
Denmark	5	3	5			5	5	65			88
England	74	14	56	18		52	73	243			530
France	7		44		17		48	163		6	285
Holland	2		5					90			97
Italy						38	65	122			225
New Zealand			6					49			55
Norway							3	102			105
Portugal								30			30
Scotland	2		25	13				21			61
South Africa	4	13	35				57	96			205
Sweden						1	18	231			250
Switzerland							12	40			52
U.S.A.						50	75	375	250		750
TOTAL	97	30	176	31	17	146	369	1,726	250	6	2,848

M.P.B.A Record's Day



Nick Rees reports on an old and established event

For an old and established event that has been reported on many times in the past, surprisingly it was difficult to find any precise information on laying the course and general procedures. During the time the event was located in Wales the 1/3rd mile oval was introduced to replace the 440 yds. This is the course that forms the American multi-event for hydroplane type hulls. Fortunately it fits well with the 110 yd. course. At our new venue in Peterborough area we went one step further and fitted the NAVIGA triangle around bouys 2 and 6. The 30 metre NAVIGA course pushes the top bouy 6 a little over the line of 5 and 7, but in practice this presented few problems as boats are permitted to pass this mark on either side when on the 1/3rd mile.

The 110 yd. start is always on bouy one. It is as well to take a little time in the turn for the second run to allow timekeepers to prepare for the return pass. The recorded time is the average of two consecutive passes. What is not obvious from the diagram is that boats may enter and return down the course anywhere along the alignment of bouys 1 and 7 or 3 and 5 on the return. One other point not mentioned on the drawing is the position of bouys 4 and 8; ten feet from these alignments.

The great advantage of combining the courses is that drivers can nominate their course immediately before running. This gives them the maximum opportunity to run in conditions that suit them.

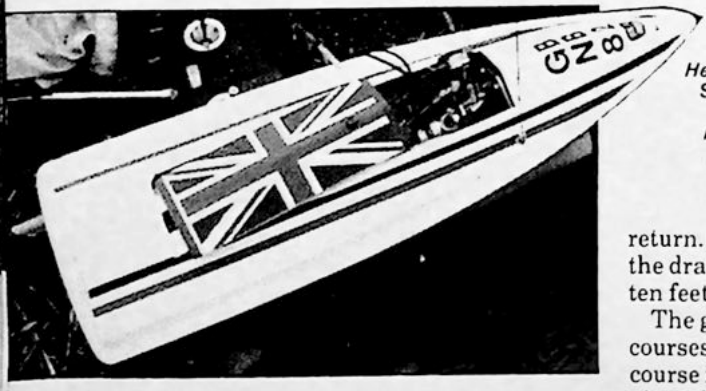
Steve White's excellent timing equipment makes the timing from positions B and A simple but we did find that an audio link with the timekeepers would have made communications easier.

Considering the uncertainty about the final venue the entry of 35 was, whilst less than we had hoped, at least satisfactory. Terry Sidwell, who organises the Peterborough club, did much of the legwork, finally settling on one of the Tallington lakes. Friction with the Tallington club resulted but was quickly resolved through the good offices of Greg Metcalf and local club chairman Ron Dean. Neither Ron nor Terry admit to any personal ill feelings and both clubs worked together on the day to ensure the success of the meeting.

Records Fall

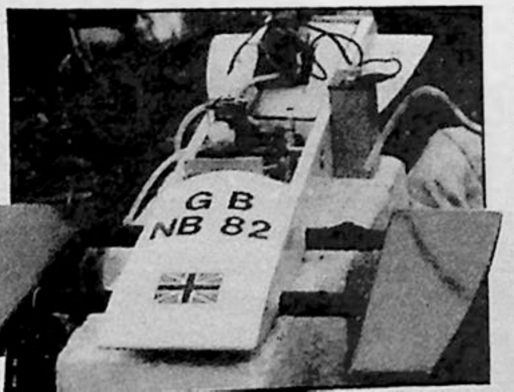
Five records fell on water that was not always the glassy sheet preferred. Not surprisingly the big 35cc petrol boats enjoyed the rough. Roy Horden, who arrived with an enormous SHG prototype hull powered by a 35cc Webra engine, soon became the first petrol boat over the 30 mph barrier. We wondered how Arthur Shaw would react on Sunday to find both his 110 yd. and 1/3 mile records broken. In fact

Top, John Bright's impressive Crapshooter *on the 110 yard course in a fair chop. Left, Steve Curtis poses with his very fast* Crapshooter. *Below, Grandad Roy Horden and daughter Sue Poole with Roy's enormous* SHG *prototype. Compare size of model with car battery.*



Left, Geoff Heward's double Shark *hull (i.e., deck is also a hull) with K&B 21 sidewinder mount.*

Geoff Heward's Square One *3.5cc hydro-originally appeared as a free plan in Radio Control Models and Electronics magazine in July 1980. All photos Nick Rees.*



Arthur's smaller Quadra powered *Comet* could not quite reach the new times. Our other petrol boat, a Kawasaki powered *Pipedream* looked interesting but failed to make a start.

The 15cc IC class was the best subscribed. Obviously cost is not such a limiting factor as some may suppose. One or two IC multi hulls, an OS61VRM powered *Mastodont* and a Rossi 65 powered *prototype* were entered by Mike Szebeko and Jerome Grainger. These were joined by a plethora of *Pipedream 1* and two hulls running OPS motors and one of the mighty Picco 90s that the Swedes use to power the world's fastest monos. One of the *Pipedreams* was obviously set up with records in mind as it featured a surface drive. Performances were disappointing; problems with trim, handling and motor tune all contributed. Sad really as the records are not so fast and these boats should have worked well in the prevailing water conditions.

Hydros

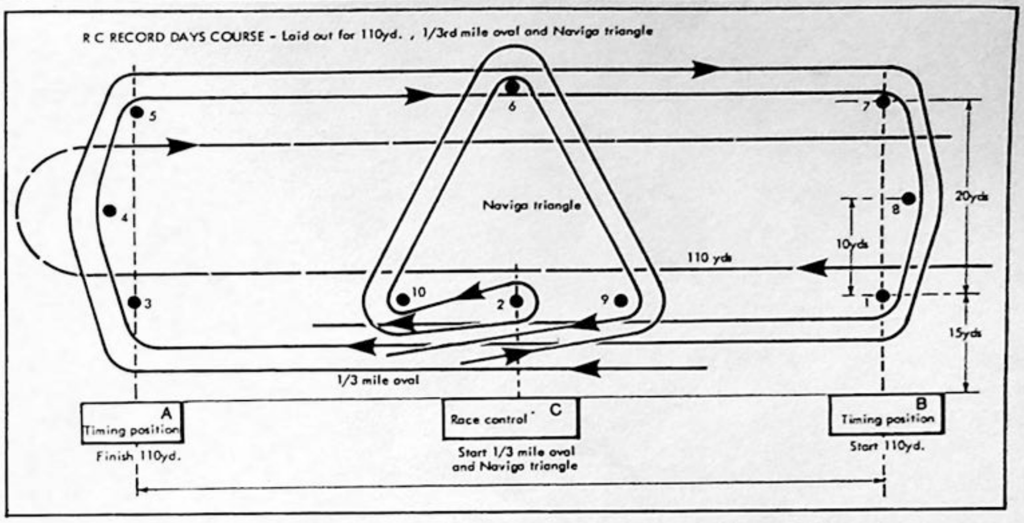
The big IC hydros did better. These boats can handle a chop although it does not help their speed as the waves allow aeration of the big surface piercing props. Steve White just failed to make 50 mph running a 2.4in. diameter Octura prop on his 36in. long *Crapshooter* style boat. His set-up with geared K&B 6.5 looked faster than John Bright's straight drive 7.5cc K&B in a similar but slightly larger rig. John made up for this with a record breaking run on the 1/3rd mile. This was done in bright sunshine on Saturday afternoon with the rooster tail shooting rainbows whilst the front sponsons struggled for grip in the turns. Although the time of 39.755 secs is the fastest for this course I think a good mono could prove faster. Seeing the speed of top electric and IC monos in turns makes me wonder if the hydros are not losing more here than they make up in the straights. Time will tell.

Dave Cooper set an electric mono record on the Oval; not so fast as it could have been as his Keller 80 threw a commutator bar on the way. Still it shows that the *Glowlec 30* is still a force to be reckoned with. Most of the small electrics found the going a little rough. some of these being less than 16in. long.

My own 27in. *Volcan* hull proved man enough for the chop and turned in the first 35 mph plus electric time. This surprised me as I was only able to make a single attempt due to the organisational job.

Speeds on the NAVIGA triangle suffered from the water inspite of several valiant attempts including an F1V15 OPS 65 *Skuai* by Sue Poole aided by her young son and Grandad Roy. I hope a venue in the same area can be found for next year — although a central midlands position it is particularly accessible to London.

As this was my first attempt at organising Record Days I hope everyone who visited it enjoyed the event as much as I did. Hopefully next year someone from the IC multi world will make a better shot at establishing their claims of great speed. I will try to retain the fastest mono trophy for the electrics if someone would like to volunteer to take over organisation! So with the date provisionally set for the same weekend next year, the message is whatever type of boat you run — be there!



MPBA RECORDS — 1984 Compiled by Nick Rees

Class	*Date*		*Time*	*MPH*	*Competitor*	*Engine*	*Hull*	*Details*
SENIOR RECORDS				**110 yards Monohull**				
1KG elec.	2-1-81	UB	8.30	27.10	D. Harvey	AC18	Holder	*Mini Skuai*
+1KG elec.	2-6-84	6.39	6.85	35.17	N. Rees	TH 1	Keller 50	*Volcan*
0-3.5cc	15-6-80	UB	7.40	30.40	G. Heward	NB82	KB21	*Shark 25*
3.5-6.5cc	15-6-80	UB	6.24	36.05	R. Bowlby	HG56	Webra	*O/D*
6.5-15cc	18-8-78	UB	5.85	38.46	J. Varah	LC90	ST60	*Mamba*
35cc petrol	2-6-84	7.24	7.54	31.08	R. Horden	NB45	Webra	*SHG*
				110 yards Hydroplane				
1KG elec.	15-6-80	UB	9.75	23.07	L. Hall	PX 4	Keller 30	*O/D*
+1KG elec.	15-6-82	UB	6.80	33.09	D. Selby	DC37	Keller 50	*O/D*
0-3.5cc	12-6-82	UB	4.92	45.73	S. Curtis	GT101	KB21	*Crapshooter*
3.5-6.5cc	12-6-83	UB	4.28	52.59	S. Curtis	GT101		*Crapshooter*
6.5-15cc	12-6-83	UB	4.12	54.61	J. Bright	GT30	KB45	*Crapshooter*
35cc petrol.	No record.							
				1/3rd mile oval Monohull				
1KG elec.	12-6-83	UB	84.26	14.50	T. Cooper	DU138	Mabuchi	*O/D*
+1KG elec.	3-6-84	57.57		21.26	D. Cooper	DC47	Keller 80	*Glowlec 30*
0-3.5cc	No record							
3.5-6.5cc	No record							
6.5-15cc	12-6-83	UB	48.52	25.20	R. Bowlby	HG56	O/D	
35cc petrol	2-6-84	46.87	48.51	25.11	R. Horden	NB45	Webra	*SHG*
				1/3rd mile oval Hydroplane				
1 KG elec.	No record							
+1KG elec.	12-6-83	UB	77.02	15.90	D. Selby	DC37	Keller 50	*O/D*
0-3.5cc	12-6-83	UB	45.18	27.10	S. Curtis	GT101	KB21	*Crapshooter*
3.5-6.5cc	12-6-83	UB	46.11	26.50	S. Curtis	GT101	Crapshooter	
6.5-15cc	2-6-84	39.75		30.79	J. Bright	GT30	KB45	*Crapshooter*
35cc petrol	No record							
1 KG elec. rest	2-9-84	21.70	23.66	20.36	B. Swain	OX10	550 Mabuchi	*Formula 3*
				Naviga 30 metre triangle				
1KG elec.	23-8-81	UB	17.50	24.55	D. Harvey	AC18	Holder	*Mini Skuai*
+1KG elec.	2-9-84	16.26	15.85	26.42	A. Greenfield	LD 1	Keller 50	*Grebe*
0-3.5cc	17-6-84	17.73	18.35	24.23	G. Heward	NB82	KB21	*Shark 25*
3.5-6.5cc	21-6-81	UB	17.22	24.95	I. Folkson	AC 1	OPS21	*Isotope*
6.5-15cc	22-5-83	UB	14.43	29.77	I. Folkson	AC 1	Rossi	*Skuai*
35cc petrol	27-9-81	UB	20.00	21.48	A. Shaw	NB87	Webra	*Comet*
				Naviga Multi 60 × 30 metre M				
FSRE + 2 KG	24-6-84		27L 06S	19.37	P. Musselwhite	SF32	Keller 100	*Aziza 2*
FSRE 2 KG	8-4-84		39L 01S	18.62	P. Musselwhite	SF32	Keller 25	*Vuelo 2*
FSRE + 2 KG R	4-9-83		14L 18S	20.30	N. Rees	TH 1	Keller 50	*Vuelo 1*
FSRE rest	2-9-84		12L 01S	17.19	P. Holmes	DC54	Mabuchi 540	*Formula*
JUNIOR RECORDS				**110 yards Monohull**				
+1KG elec.	17-6-77	UB	6.59	34.13	D. Holder	AC17	Holder	*Skuai (mod)*
0-3.5cc	16-4-79	UB	8.50	26.47	S. Horden	NB54	KB 21	*Swift*
3.5-6.5cc	12-6-82	UB	6.49	34.67	B. Bowlby	HG53	Webra	*Blizzard*
6.5-15cc	17-6-77	UB	7.00	32.14	N. Varah	LC111	ST60RV	*Mamba 2*
				110 yards Hydro				
+1KG elec.	15-6-80	UB	16.4	13.70	J. Gillard	HG82	Bullit 30	*Hotshot 21*
3.5-6.5cc	12-6-83	UB	6.23	36.11	R. Selby	DC38		
6.5-15cc	12-6-82	UB	4.70	47.87	B. Bowlby	HG53	KB 7.5	*O/D*
				⅓ mile oval Hydro				
3.5-6.5cc	12-6-83	UB	49.71	24.60	R. Selby	DC38		
				Naviga triangle				
1 KG	29-7-79	UB	17.70	24.27	D. Holder	AC17	Holder	*Mini Skuai*
+1KG	2-9-84	19.30	17.61	24.39	A. Greenfield	LD2	Keller 50	*Grebe*
0-3.5cc		UB	19.25	22.31	R. Haward	NB3	KB 21	*Shark 25*
3.5-6.5cc	17-6-79	UB	19.40	22.14	D. Melvin	NB5	OPS 21	*Swift*

Propwash

Model Power Boat Association News

Straight Running news from Don Hewett

After the long hot calm summer of '84, came the S/R National Championships and the change to 'orrible weather. My wife tells me that it is our own fault for holding this event so near the Equinox (whatever part of Birmingham that may be), but whatever; the weather was a repeat of last year with high winds in the morning plus rain in the afternoon. If anybody tells me again that "It'll sort the men from the boys", I'll do him a right nasty!

An increase in both wedge and one metre entries lead to a slight change in the running order of the events and, although overall the entries were down on last year, it was a struggle to complete the boats by 2.15pm, and that was from a 10am start. In the conditions two of the wedges were moving sideways at times, and as for the smaller and lighter 1 metre boats, 'nuff said!

The belated lunch break gave the time for the usual tally up of scores, and showed that finals would be contested by 14 in functional, 11 in wedges, 4 in ships, but no boats as nobody had achieved the qualifying score of 32.

The final runs commenced at 2.45pm with, as usual, the 1 metre event and, as usual, down came the rain — at least it helped to flatten the water. Brian Spinks, who has had a terrible year in other metre events, turned on a super effort for the occasion and became 'The Champ' for the second time in this class, followed by Ted Percival and damply, myself.

Wedges appeared to be quite happy running downwind on the final course, with nine of the eleven scoring in the high 20s with Susan Spain well in front of Frank and Betty Whittaker and Brian Spinks who had to run off for second and third. Two runs and Frank took second with Brian third, Betty being the loser or fourth (whichever way you look at it).

Scale ships was easily taken by Don Walkinshaw, who sailed his steam powered liner to first place after a second best score in the heats to overtake Mike Streeter, who's destroyer carefully avoided the targets on one run of the final three. This left Tony Broad in third spot just one point better than his son Martin (41-40).

With the start of Functional, the weather eased slightly and scores went very much as they did in the heats, with again, Susan Spain in front, followed by Dad (Eric) three points behind and, after four extra runs (0+8 +9+9) John Willett took third from Martin Broad (0+8+9+7); both John and Martin still juniors.

So to the Knockout, the last event of the day and, after the usual attempts at an ever-narrowing target, John Allen scored the only bull when it mattered. There had been many bulls scored in the earlier rounds, but as is the way, when you want one, no hope!

The prizegiving was held in a lucky dry spell, between the large black clouds in the only bit of sunshine all day, with the happy winners receiving their trophies and plaques from the hands of Mr. Dennis Carson, who until very recently had been the Chairman of the Bournville Village Council.

Roy Horden's big SHG prototype at speed at the Record's Day meeting at Peterborough. Photo and report by Nick Rees on page 702.

Results

1 Metre		
B. Spinks	W.N.60	315.75 points from a possible 330
T. Percival	M.K.2	290.30 points from a possible 330
D. Hewett	B.H.35	228.40 points from a possible 330
Wedge		
S. Spain	S.S.15	76 points from a possible 90
F. Whittaker	0.21	70 + 10 + 9
B. Spinks	W.N.60	70 + 10 + 0
Scale Ships		
D. Walkinshaw	S.S.1	60 from a possible 90
M. Streeter	M.K.3	51 from a possible 90
T. Broad	B.H.19	41 from a possible 90
Functional		
S. Spain	S.S.15	81 from a possible 90
E. Spain	S.S.14	78 from a possible 90
J. Willett	W.N.100	68 from a possible 90
Knockout		
J. Allon	H.S.R.2.	
Best Team		
South Shields	207 from a possible 270	
Best Junior		
J. Willett	W.M.100	68 in Functional
Best Steamer		
A. Rayman	B.H.4	66 in Functional

The Multi-Race Finals at Ferry Meadows, Peterborough on 1 & 2 Sept., 1984

reported by Frank Bradbury

Someone up there must be a multi enthusiast — the long spell of good weather lasted over the weekend before breaking early the next week. Arriving at the Lake at approx. 10 a.m. the small band of Peterborough members were already hard at it and I suspect quite a while before, erecting a shelter tent for the judges, P.A. and the lap scoring machine; these lads really work hard.

It was noticed that all the open spaces between the reeds at the edge of the Lake, that netting of ample proportions had been erected for safety — very nice to see and of course a requirement the Association insists on.

The rescue dinghy was manned by Terry Sidwell and his colleague (can't remember his name, but it was the one who won a lot of raffle prizes) in the most efficient manner I have ever seen, either in this country or abroad, but there were one or two insignificant grumbles about the rescue service, being either too slow or too fast. 'Too fast' produced a wake for some people, who couldn't or wouldn't throttle and got into trouble or 'too slow' — their boats were not returned fast enough. There is no pleasing everyone, for me I think a fast service and learn to use your throttles is by far the best way.

There was only one way of describing the weekend — 'Jolly good show'. Sid and Pauline McGowan did a splendid job with help from various other association members — we all thank you. The ladies also ran a raffle which it seemed everyone took part in and should help the Peterborough funds a little.

There was one disappointed face I saw when presenting the trophies and that was on a junior when it was announced there was no actual trophy for them — these will be sent on as promised. We should try to avoid this situation particularly if we are going to encourage juniors into our hobby.

For the benefit of those that don't know — Saturday was taken up with three heats of each class, A, B & C of half-hour duration each. The top 12 scores go through to the finals on the Sunday, together with S.I. entrants. There was a pretty good turn-out for the heats with approx. 8 or 9 per heat. The driving was quite good, but more people should use their mechanics more extensively for calling the hazards. While the P.A. called most hazards, I am sure that guidance at your elbow is a great help in keeping out of trouble.

The rule of slowing down near the rescue boat was fairly well applied, but there are some who consider they can drive well and can steer at full throttle round the dinghy so have no need to throttle down. This is very bad and also against the safety rules.

Incidentally your's truly was disqualified for hitting the rescue boat!

I had throttled down to a crawl at the top right buoy and went behind the dinghy and lost sight of my boat and couldn't see what was happening (maybe my lack of height had something to do with it) and nudged the rescue boat.

The Sunday Finals were really worth watching, with 12 boats on the water most of the time it became quite hairy (I think that's the word) with some exceptional driving. I saw quite a number of slower boats move over to let the faster ones through, there are some gentlemen about after all. There were a few times where this didn't happen, understandable when the adrenalin is flowing fast. There was also a call of radio trouble which stopped the race within a few seconds of the start. The problem was cured when the person who shall be nameless but who's initials are V.H. switched the receiver on. After this he was continually asked if he had switched on. He took it in good part; who said these brummies don't have a sense of humour.

Just before the results, I would venture as far as to say that if they didn't enjoy the weekend — then I'm sorry for them. I understand that Syd took Pauline out for a meal as he had promised to do so if he won anything, I also hear that he got her slightly inebriated, lucky girl. That weekend must have cost him a lot — the meal, beer and obviously he didn't sell a car.

Thank you again Peterborough Club for the weather, venue and rescue service on behalf of the M.P.B.A.

El Presidenté

Results:

	Seniors			Juniors	
Class	1st	2nd	3rd	1st	2nd
A	I. King-Underwood	S. McGowan	N. Cooke	P. Dunbar	D. Allwood
B	R. Burrell	J. Stidwill	B. Pulham	N. Pulham	P. Dunbar
C	I. Folkson	G. Allen	N. Read	D. Allwood	
S.I.	P. Kirk	D. Kirkpatrick	P. Chapman		

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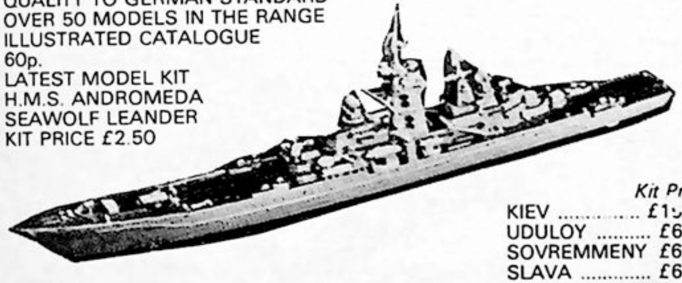

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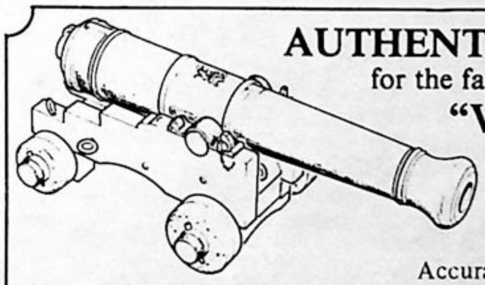

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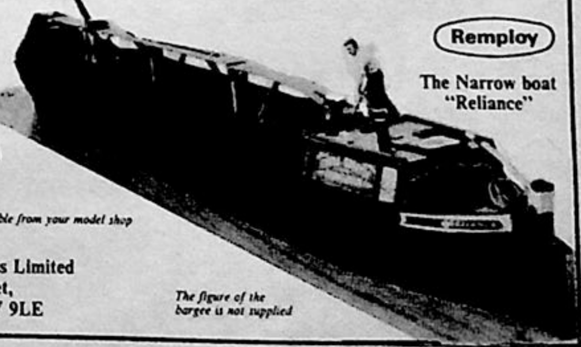

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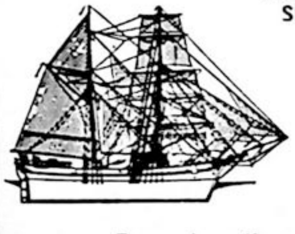

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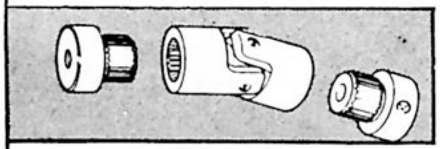

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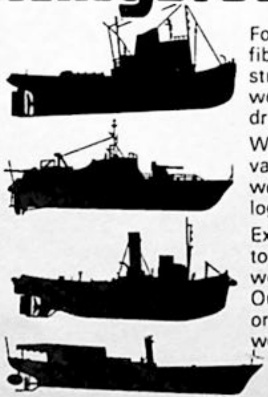

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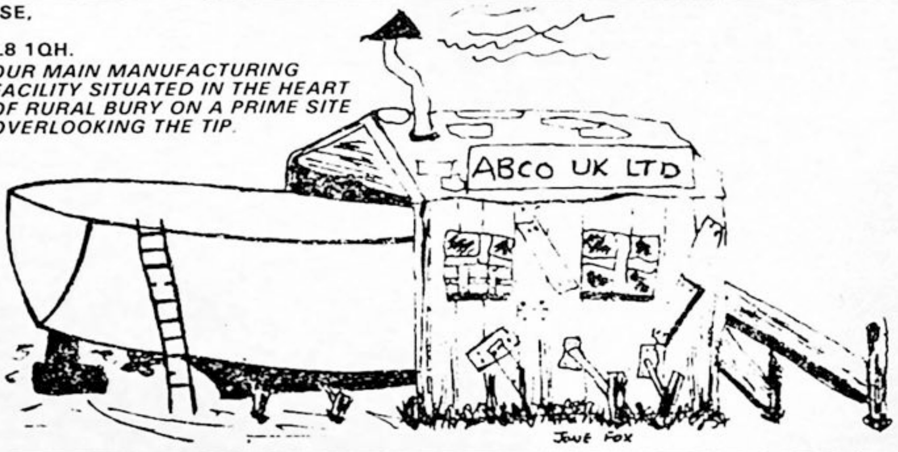

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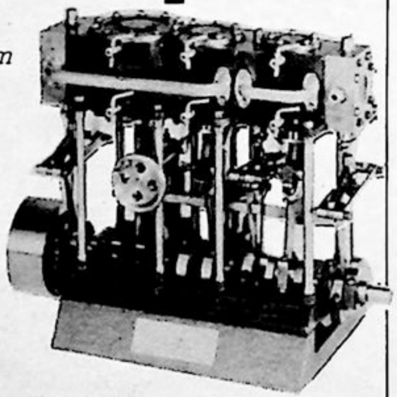

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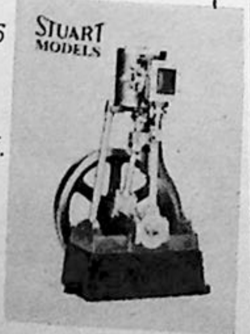

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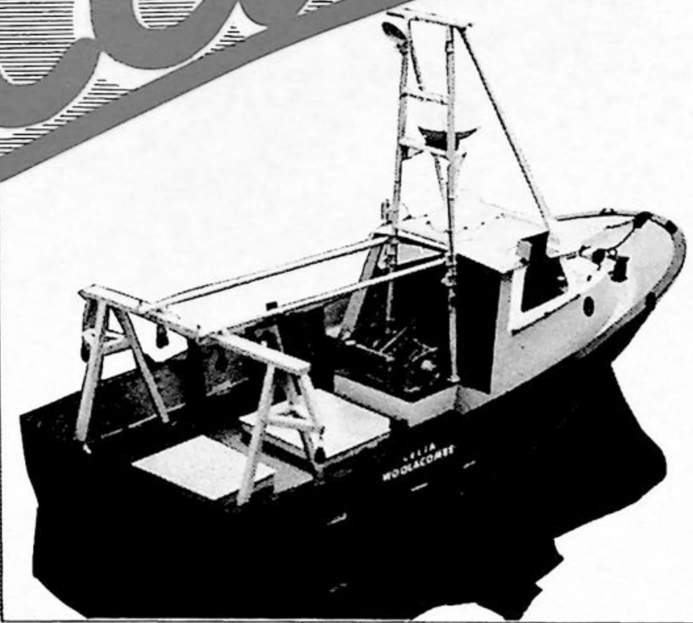

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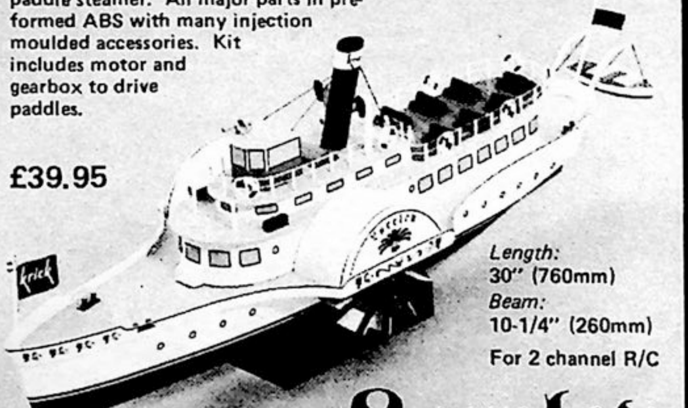

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